

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTER SERIES, VOL. XXXII, No. 18.]

SATURDAY, APRIL 29, 1876.

[WHOLE No. 2,088 VOL. XLIX.]

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PRINCIPAL CONTENTS.

Morris and Essex Railroad.....	545
Albany and Susquehanna Railroad.....	545
International and Great Northern Railroad.....	545
Virginia Railway Improvement.....	546
Chicago, Milwaukee and St. Paul Railway.....	546
The New Railroad Transportation Law of California.....	548
Railroad and Canal Dividend Statement.....	550
Railroad Earnings.....	572, 551
Federal and State Securities.....	552
Railroad Bond and Share Lists.....	553, 562
Financial and Commercial Affairs.....	569
Cincinnati Southern Railway.....	571
Interest and Dividends.....	571
Memphis and Little Rock Railroad.....	572
Centennial Board of Finance.....	572
Railroads in Michigan.....	573
Atchison and Nebraska Railroad.....	574
Columbus and Toledo Railroad.....	574
Detroit, Lansing and Lake Michigan Railroad.....	574
Detroit and Milwaukee Railroad.....	574
The Coal Trade.....	576

American Railroad Journal.

New York, Saturday, April 29, 1876.

Morris and Essex Railroad.

The earnings of this road for the year ending December 31, 1875, were \$4,340,350, the expenses \$2,967,456, and the net earnings \$1,372,894. For the year ending December 31, 1874, the earnings were \$3,946,161, the expenses \$2,741,273, and the net earnings \$1,204,888—showing an increase in earnings of \$394,189, an increase in expenses of \$226,183, and an increase in net earnings of \$168,006. The capital stock of the company is \$15,000,000; funded debt, \$18,112,000—a total of \$33,112,000. Deduct amount expended on new Bergen tunnel and other work not yet available, (\$1,318,959), and sundry assets, (\$1,320,475), amounting in all to \$2,639,435, will leave a balance of \$30,472,564. Notwithstanding the increase in coal freights on this road since its lessee, the Delaware, Lackawanna and Western Railroad Co., discontinued coal business on the Central of New Jersey, it appears that after pay-

ing interest at 7 per cent. on all the bonded debt the balance remaining would fall short about \$945,000 of paying the 7 per cent. guaranteed dividend on stock.

Railroad Map.

The Scranton (Penn.) Times says that a large map of the New York and Oswego Midland Railroad, which Major Von Forstner, of Scranton, was some time since authorized to make, is finished, and will be sent to the State Engineer's office at Albany, N. Y., in a few days. It is 150 feet long and 4 feet wide, on a continuous roll of drafting paper. This mapping begins at Oswego, and passes through Oswego and Oneida Counties. At Oneida Village it is intersected by the New York Central Railroad. Thence it runs through Madison and Chenango Counties. At Sydney Plains it passes the Albany and Susquehanna division of the Delaware and Hudson Canal Company's Railroad. Thence it goes on through Otsego, Delaware, Sullivan and Orange Counties, terminating at the village of Middletown.

Albany and Susquehanna Railroad.

The proposed amendments to the lease of this road, by the Delaware and Hudson Canal Company, have been agreed to by both companies, and the amended lease placed on record. It provides that the capital stock is to be fixed and limited at \$3,500,000, on which the lessee is to pay dividends of 7 per cent. annually. The clause of the old lease giving 25,000 shares a preference is annulled, and in consideration thereof the lessee, whenever the \$1,000,000 Albany city bonds are paid off, is to apply the \$70,000, now paid annually into the sinking fund, to the payment of additional dividends on the stock, making them 9 per cent. annually. The Albany and Susquehanna Company is to execute a first consolidated mortgage for \$10,000,000 to the Farmers' Loan and Trust Company, as trustee, the bonds to bear 6 or 7 per cent. interest, as may be deemed best, and to have 30 years to run. Of these new bonds \$3,450,000 are to be reserved to exchange for outstanding bonds; \$1,595,000 are to be issued to the lessee in exchange for an equal amount of stock now held by it, which stock is to be surrendered and canceled; a further amount is to be

issued to the lessee sufficient to pay for improvements heretofore made on the road, and the balance is to be issued as the lessee may require. These new bonds are to be guaranteed, principal and interest, by the lessee, and provision is made for renewing them when the 30 years shall have expired; but the amount of stock and bonds outstanding shall at no time exceed \$13,500,000.

International and Great Northern Railroad.

This road is 236 miles in length, extending from Houston to Long View; with branches from Palestine to Rockdale, 121 miles; from Troupe to Mineola, 44½ miles; from Phelps to Huntsville, 8 miles; and from Houston to Columbia, 49½ miles—making the total length of line owned 459½ miles. The equipment consists of 40 locomotives, 25 passenger, 8 baggage, mail and express, and 661 freight and construction cars. The earnings of the road during the year ending December 31, 1875, were \$1,408,303, and the expenses \$792,340, leaving the net earnings \$615,963. The assets and liabilities are stated as follows:

Assets:

Cost of road, buildings, etc.....	\$16,082,806
Cost of equipment.....	1,362,524
Stocks and bonds.....	\$1,306,745
Materials and fuel.....	98,259
Bills receivable.....	1,896
Other current assets.....	188,155
Cash.....	42,125
	<u>1,637,180</u>

Total assets.....\$19,082,510

Liabilities:

Capital stock paid up.....	\$5,500,000
1st mortgage bonds, 7s, gold, due in 1900-1911.....	7,348,000
2d and convertible bonds, 8s, due in 1892-1904.....	4,816,000
Bills payable.....	\$328,789
Coupons past due.....	868,745
Other liabilities.....	545,763
	<u>1,748,297</u>

Total liabilities.....\$19,407,297

The directors are: Samuel Sloan, New York; Moses Taylor, New York; John S. Barnes, New York; Thomas W. Pearsall, New York; W. J. Hutchins, Houston, Texas; R. S. Hayes, Palestine, Texas; H. M. Hoxie, Palestine, Texas; D.

S. H. Smith, Palestine, Texas; Ira H. Evans, Palestine, Texas. President, Samuel Sloan; Secretary, Ira H. Evans; Treasurer, D. E. H. Smith; Gen'l Supt., H. M. Hoxie.

Virginia Railway Improvement.

During the present week, books were opened at Richmond for subscriptions to the capital stock of the railway which it is proposed to construct from Buchanan, the present western end of the Chesapeake and Ohio Canal, to Valley Forge, the nearest accessible point on the Chesapeake and Ohio Railway. The subscriptions reported are sufficient to secure the organization of the company, and point conclusively to the construction of the road as an early day. Its completion will give to the canal, which has in reality no western terminus, a direct railway connection with the Ohio Valley, and when the Chesapeake and Ohio road shall have been extended to Louisville, and placed in close sympathy with the western railway system, the commercial advantages of the projected road from Buchanan to Valley Forge will be more fully realized. The plan which the business men of Richmond are now pushing forward with determined energy, will do much to realize the benefits which should long since have accrued from that expensive water-route, the Chesapeake and Ohio Canal. Meanwhile nothing should be left undone to secure the enlargement and extension of the canal to the Ohio River. The interests of Virginia, and the entire country, require that it should be pushed forward to the Ohio, and thus secure unbroken water communication between Hampton Roads and the head of navigation on the Upper Missouri.—*Balt. Com., Apl. 22.*

Chicago, Milwaukee and St. Paul Railway.

We have received a copy of the report of this company for the year ending December 31, 1875, from which we learn that a branch of one mile in length, extending from North McGregor to McGregor, was built during the year, making the whole length of road owned and operated by the company 1,400 miles, viz:

	Miles.
Chicago to Milwaukee.....	85
Milwaukee to St. Paul, via La Crosse.....	324
Milwaukee to St. Paul, via Prairie du Chien.....	406
Milwaukee to Portage City, via Horicon.....	96
North Milwaukee to Schwartzburg.....	6
Horicon to Berlin and Winneconne.....	57
Watertown to Madison.....	37
Milton to Monroe.....	42
Calmar to Algona.....	126
Conover to Decorah.....	10
North McGregor to McGregor.....	1
Austin to Mason City.....	40
Menota to Minneapolis.....	9
Hastings to Glencoe.....	75
Sabula to Marion.....	87

Total miles owned by the company....1,400

In addition to the above, the company own \$2,001,000 of the capital stock of the Western Union Railroad, being a majority of the capital stock of that company.

The cost of the 1,400 miles of road, including equipment, bridges and elevators, is as follows:

Mortgage bonds.....	\$27,129,000
Preferred stock.....	12,274,483
Common stock.....	15,899,261
	\$55,302,744
Less cost of Western Union stock.....	\$1,500,750
Less cost of Oshkosh and Mississippi River Railway bonds.....	203,000
	1,703,750

Cost of 1,400 miles.....\$53,098,994
Cost per mile.....\$37,928

In the following table are shown the mileage of trains, the passenger traffic and the freight traffic on all the roads collectively for the years 1874 and 1875:

Mileage:	1874.	1875.
Passenger trains.....	1,184,310	1,212,788
Freight trains.....	3,605,561	3,124,608
Wood and gravel trains..	844,310	355,450
Total mileage.....	5,044,181	4,692,791
Passengers carried.....	1,051,527	1,048,150
Do. carried one mile.....	58,260,429	54,880,848
Freight (tons) carried....	1,735,555	1,832,527
Do. carried one mile.....	259,168,248	272,589,502
Pass. revenue per mile... 3.35 cents.		3.09 cents.
Freight revenue per mile. 2.38 cents.		2.10 cents.

The following is a comparative statement of the earnings and expenses during the years ended December 31, 1874 and 1875:

Earnings from:	1874.	1875.
Freight.....	\$6,187,161 84	\$5,690,568 26
Passengers.....	1,933,664 98	1,681,614 82
Mail service.....	142,484 68	150,254 44
Express service.....	169,461 46	172,081 71
News service.....	6,707 78	6,827 04
Rents.....	3,305 78	2,492 00
Telegraph.....	9,097 44	6,946 95
Extra baggage.....	9,411 80	8,662 70
Sleeping cars.....	86,029 00	38,700 00
Elevator, "A".....	214,402 63	214,900 76
Elevators, "B & C".....	212,034 15	195,424 88
Elevator, "D".....	52,623 97	64,615 95
Stock yards.....	27,642 15	22,704 63
Total.....	\$8,953,017 11	\$8,255,743 64

Expenses (ordinary)—	1874.	1875.
Repairs of track.....	\$887,079 33	\$754,669 03
“ bridges.....	52,336 63	68,794 22
“ fences.....	23,066 70	19,710 95
“ buildings.....	57,338 88	49,774 29
“ engines.....	348,343 30	310,192 70
“ cars.....	493,829 14	415,892 81
“ tools, etc.....	31,429 36	25,451 43
Management and general offices.....	144,856 04	152,860 46
Foreign agency and advertising.....	89,757 80	89,805 63
Station service.....	664,760 68	598,730 20
Conductors, baggage and brakemen.....	302,268 96	299,106 27
Engineers, firemen & wipers.....	382,130 64	381,288 82
Train and station supplies.....	112,290 13	106,746 12
Fuel consumed.....	800,818 68	733,582 06
Oil and waste.....	78,714 21	69,173 43
Personal injuries.....	25,661 93	15,946 80
Damage to property.....	14,469 62	13,174 65
Loss and damage of freight & baggage.....	18,080 57	9,473 41
Legal expenses.....	35,553 87	50,949 31
New York office exp.....	14,408 32	16,417 31
Taxes.....	262,706 94	287,969 95
Insurance.....	44,466 81	32,395 52
Miscellaneous.....	17,382 61	15,112 13
Stock yard expenses.....	8,805 65	8,185 99
Rent of cars.....	80,998 25	76,001 63
Exp. Elevator "A".....	53,888 33	31,174 72
Exp. Elevators "B & C".....	51,184 84	31,875 58
Exp. Elevator "D".....	18,427 92	13,668 74

Expenses (extraordinary)—	1874.	1875.
Renewal of track.....	620,019 47	438,715 03
New bridges.....	21,629 25	18,929 50
New buildings.....	35,796 43	33,682 36
New tools and machinery.....	5,911 98	902 66
Taxes Milwaukee City and County.....	87,403 61	.....
Total.....	\$5,871,116 38	\$5,170,353 71

Net earnings.....\$3,081,900 73 \$3,085,389 93

Compared with the year 1874, the gross earnings show a decrease of \$697,278 47, with a decrease in operating expenses of \$700,762 67—making an increase in the net earnings of \$3,489 20. The percentage of operating expenses to earnings, including all expenditures, was 62.6 per cent. In 1874 it was about 66 per cent. The operating expenses are divided as follows: ordinary, \$4,678,124 16; extraordinary, \$492,229 55. In 1874 the ordinary expenses were \$5,100,855 64, and the extraordinary expenses \$770,760 74.

The earnings, expenses and net revenue per mile of road in the two years compare as follows:

	1874.	1875.
Gross earnings.....	\$6,399 58	\$5,896 96
Operating expenses.....	4,196 65	3,693 11

Net earnings.....\$2,202 93 \$2,203 85

The average price per ton per mile, received for freight, for a series of years past has been as follows:

1865.....	4.11	1871.....	2.54
1866.....	3.76	1872.....	2.43
1867.....	3.94	1873.....	2.50
1868.....	3.49	1874.....	2.38
1869.....	3.10	1875.....	2.10
1870.....	2.82		

The equipment of the road at the close of 1874 and 1875 compares as follows:

	1874.	1875.
Locomotives.....	203	208
Passenger cars, 1st class.....	64	66
“ “ 2d class.....	31	31
Sleeping cars.....	11	10
Baggage, mail and express.....	57	57
Box freight and caboose.....	2,995	3,098
Stock.....	196	196
Flat and coal.....	655	797
Boarding.....	2	2

The expenditures made by the company during the year 1875, not charged to operating account, amounting to \$716,068 43, were as follows:

Additional equipment.....	\$217,245 80
Mississippi River Bridge, at La Crosse.....	9,200 19
Depot grounds, wharves, etc., in Milwaukee.....	5,858 78
Depot grounds, Minneka.....	11 75
Depot grounds, Minneapolis.....	1,263 20
Depot grounds, Berlin.....	40 00
Depot grounds, Portage.....	4,500 00
Milwaukee elevator grounds.....	1,231 61
Construction of elevator "E" in Milwaukee.....	3,079 99
New freight house in Milwaukee.....	6,081 36
Right of way.....	2,101 33
Extension of line from terminus at North McGregor, into the City of McGregor, (including right of way, depot grounds and new depot).....	8,600 00
Improvements at Milwaukee stock yards.....	4,064 68
Tracks to new elevator at Milwaukee.....	3,921 54
Improvements in Madison depot grounds.....	2,263 17
Halstead Street viaduct, Chicago.....	16,379 33
First Avenue viaduct, Milwaukee.....	1,500 50
New iron draw bridge at Spring Green.....	12,475 00
Real estate, Chicago and Milwaukee Division.....	18,816 66
Real estate, construction, etc., Illinois and Iowa Division.....	7,013 59
La Crescent connection.....	4,279 04
Construction of telegraph lines.....	19,765 41
Cost of new tunnel at Greenfield and approaches.....	109,662 96
Cost of re-laying with steel rails.....	256,722 54

\$716,068 43

During the year, 5 locomotives, 2 passenger

cars, 251 box, freight and stock cars and 182 flat cars have been added to the equipment of the road, at a cost of \$217,245 80.

At the close of the year the company had 246.56 miles of steel rail upon their road bed, of which 57.74 miles were laid during the year. The St. Paul and Sioux City Railroad Co. and this company laid on joint track between St. Paul and Mendota, 4.77 miles of steel rails, the cost of which was divided equally between the two companies. The cost of all the steel laid has been charged to operating expenses.

The Oshkosh and Mississippi River Railway, between Ripon and Oshkosh, twenty miles in length, is under lease to this company for a period of twenty years, by the terms of which this company engages to pay the interest on the 8 per cent. first mortgage bonds of that company amounting to \$240,000, being \$12,000 per mile. It is provided by the Consolidated Sinking Fund Mortgage, that these bonds may be purchased by this company, and payment made in sinking fund bonds at par. Purchases to the extent of \$203,000 have already been made in accordance with this authority.

The Legislature of the State of Wisconsin, at its recent session, passed an act ratifying and confirming the consolidated sinking fund mortgage of the company, of which the Farmers' Loan and Trust Company is trustee. By the terms of the mortgage, which covers the whole property and franchises of the company, bonds to the amount of \$35,000,000 are authorized to be issued, of which \$27,339,000 are held to retire the aggregate existing bonded debt of the company, including \$240,000 Oshkosh and Mississippi River Railway bonds, and the balance may from time to time be delivered by the trustee to the company, in reimbursement of expenditures for the following named purposes only, to wit:

- For relaying the various lines of railroad described in the mortgage, with steel rails.
- For the erection of bridges, and elevators.
- For additional equipment.
- For land for stations, yards and elevators.
- For other permanent improvements to the premises mortgaged.

There is applicable to the Second Mortgage Bonds of the Company, (of which the amount outstanding on the 1st of January, 1876, was \$1,091,000,) a sinking fund consisting of the net earnings of the grain elevator erected in 1864 by the company, in Milwaukee, and now known as Elevator A.

In discharge of this obligation, the company caused the Farmers' Loan and Trust Co., the trustee, to purchase and cancel \$100,000 of said bonds, in October last. The President in his report says:

In our report of last year we referred to the legislation of Wisconsin on the subject of railroads, and to the action of the company and of the courts thereon.

No final decree or judgment has been rendered by the Supreme Court of Wisconsin in the injunction suit commenced by the state to enforce the so-called "Potter law."

Two other causes against this company were prosecuted to final judgment. One, a criminal proceeding against one of our ticket agents for charging more than three cents per mile for a ticket; the other, an action of replevin against the company on tender of the charges allowed by

the law for certain freight transported over the road. Both these judgments were affirmed by the Supreme Court of Wisconsin, and the judgments were then removed by writs of error to the Supreme Court of the United States. These two cases, together with the two cases decided by the Circuit Court of the United States against the Chicago and Northwestern Railway, and a case from the state of Minnesota, arising under a similar law, were argued before the Supreme Court of the United States, and fully submitted, in November last; but are still held under advisement by that court.

The Legislature of Wisconsin which assembled in January last, appeared to be fully impressed with the unjust and impolitic character of the legislation in respect to railroads, and at once entered upon a thorough examination and investigation of the laws passed in 1874 and 1875. Their inquiries satisfied them that not only the best interests of the railroad companies, but those of the whole people of the state as well, demanded the substantial repeal of the former legislation. An act was prepared repealing all the provisions of the law which fixed and established arbitrary rates, prescribing our tariff of June 15th, 1872, as a maximum of tariff of rates, and providing for one railroad commissioner, with powers similar to the Board of Railroad Commissioners in Massachusetts. This act was passed by a very large majority, more than two-thirds of each house concurring in its passage.

Therefore, whatever may be the decision of the Supreme Court of the United States in the cases now before it, we may congratulate ourselves that the State of Wisconsin, through its own Legislature, has redressed the wrong done to its railroad interests, and by its own free and voluntary act restored its credit in the markets of the world.

While this law prescribes a former tariff as a maximum, beyond which this company and the Chicago and Northwestern are not to go, in fixing their rates of fare and freight, there will be no interference in the practical operation of the companies, as this maximum is quite as high as any rates which the companies would deem it advisable to adopt if there were no statute on the subject. Within this limit they are left entirely free to fix their own rates.

The earnings of this road, monthly, for a series of years will be found on page 551 of this week's issue. Also a full description of the company's bonds—amount outstanding, rate of interest, when and where payable, and the date of maturity of the principal—will be found on page 554.

GENERAL ACCOUNT, December 31, 1875.

Cost of road	\$55,022,860 15
Western Union Railroad stock	\$1,500,750 00
St. Paul, Stillwater and Taylor's Falls Railroad stock	15,000 00
Madison and Portage Railroad bonds	129,771 13
Oshkosh and Mississippi River Railway bonds	203,000 00
City of Hastings bonds	7,700 00
City of St. Paul bonds	10,000 00
Stock of material on hand	1,848,521 13
U. S. Government Post Office Department	17,700 00
Balance due from agents and other companies, "freight & ticket accounts"	236,913 19
Miscellaneous accounts	\$65,980 54
Bills receivable	102,489 52
Cash on hand	301,916 82
	27,889 27
	501,256 15
	898,286 58
	\$58,525,537 20

Capital stock, preferred	\$12,274,483 00
Capital stock, common	15,399,261 00

\$27,673,744 00

Consolidated Mortgage bonds	\$2,154,000 00
1st Mort. La Crosse Division bonds	5,909,000 00
1st Mortgage Iowa & Minnesota Division bonds	3,810,000 00
1st Mortgage Prairie du Chien Division bonds	3,674,000 00
2d mortgage Prairie du Chien Division bonds	1,315,000 00
1st mortgage Chicago and Milwaukee Division bonds	2,500,000 00
1st mortgage St. Paul (or River) Division bonds	4,000,000 00
1st mortgage Iowa & Dakota Division bonds	887,000 00
1st mortgage Hastings & Dakota Division bonds	467,000 00
2d Mortgage bonds	1,091,000 00
Eastern Division Palmer Mortgage bonds	547,000 00
Minnesota Central bonds	190,000 00
Milwaukee and Western bonds	234,000 00
Equipment & Bridge bonds	245,000 00
Real Estate Purchase Money bonds	148,500 00
Milwaukee City bonds	7,500 00
	27,129,000 00

Incumbrances assumed	\$19,110 00
Bills payable	314,221 89
Unpaid pay rolls	255,665 09
Unpaid vouchers	158,504 01
Deferred payments on real estate, Chicago	36,954 59
Due other railway companies, "freight & ticket accounts"	26 191 97
Miscellaneous acc'ts.	106,699 82
Dividends unpaid	6,855 86
Coupon account	50,907 42
Income account	2,747,683 05
	3,722,793 20
	\$58,525,537 20

President.—Hon. ALEX. MITCHELL, Milwaukee.
Vice President.—Hon. JULIUS WADSWORTH, New York.

Directors.—Hon. Alex. Mitchell, Hon. Julius Wadsworth, Selah Chamberlain, Hon. Walter S. Gurnee, James Buell, Elias L. Frank, David Dowz, John M. Burke, Peter Geddes, John Plankinton, Joseph G. Thorp, Jonathan M. Bowman, F. A. Mueller.

Gen'l Manager.—S. S. MERRILL, Milwaukee.

Sec'y and Treas.—R. D. JENNINGS, Milwaukee.

Assistant Secretary and Transfer Agent.—JAMES M. MCKINLAY, New York.

General Solicitor.—JOHN W. CARY, Milwaukee.

Auditor.—J. P. WHALING, Milwaukee.

Purchasing Agent.—JOHN T. CROCKER, Milwaukee.

The Philadelphia, Wilmington and Baltimore Railroad Company have awarded a contract for the erection of an iron deck bridge of one span one hundred feet in length over Elk creek, below Elkton, Md., the changing of the channel of which has rendered such an improvement necessary.

The New Railroad Transportation Law of California.

The following is the exact text of the new Railroad Transportation Law as approved by Gov. Irwin April 3d, and on file in the Secretary of State's office—Chapter 515 Statutes of 1875-6.

[Enacting Clause.]

CHAPTER I.

Section 1. On or before the 15th day of May, 1876, the Governor shall appoint three competent persons, to be styled Commissioners of Transportation, who shall hold office for the period of two years, and until their successors are appointed and qualified. The persons who are so appointed shall have no official connection with, nor be in the employ of any railroad corporation or company, nor shall they, during their term of office, own, or be interested in the stock, bonds, or other property thereof. Said Commissioners shall have their office in the State Capitol building at Sacramento.

Sec. 2. Before entering upon the discharge of the duties of their office, each of said Commissioners shall take an oath or affirmation to support the Constitution of the United States and of this State, and to faithfully and honestly discharge his duty as such Commissioner, and that he is not an officer, stockholder or employee of any railroad, or in any way interested therein; or a stockholder, officer or employee, or in any way interested in any express or freight company doing business on any of the railroads in the United States; and the said Commissioners shall be citizens of this State; they shall execute and file with the Secretary of State an official bond with good and sufficient sureties, to be approved by the Governor, in the penal sum of ten thousand dollars, conditioned for the faithful performance of their duties under this Act.

Sec. 3. The salary of each Commissioner shall be \$3,000 per annum, to be paid by the State of California in the same manner as the salaries of other State officers are paid. They shall have power to elect one of their number President of said Board, to employ a Secretary at a salary of not exceeding \$1,800 per annum, and shall be allowed a contingent fund of not exceeding \$25 per month to defray the necessary expenses of fuel and stationery. The Commissioners and their Secretary shall be transported, in the discharge of their duties, over the various railroads owned by corporations within the State free of charge.

Sec. 4. It shall be the duty of such Commissioners, whenever they shall deem it necessary, to inspect all railroads operated by steam power within this State, and to examine the same with reference to the security and accommodation of the public; and if, on such examination, in their opinion any of the tracks, bridges, or other structures or works thereof, are unfit for the transportation of passengers with reasonable safety, it shall be their duty to give to the Superintendent, or other executive officer of the company working or operating said defective track, bridge, or other structure, notice of the condition thereof and the repairs necessary to place the same in a safe condition; and if any Superintendent or other executive officer aforesaid, receiving such notice and order, shall willfully neglect to commence repairing the same for the period of two days after receiving such notice and order, such Superintendent, or other executive officer, shall be deemed guilty of a misdemeanor.

Sec. 5. Whenever a petition, signed in good faith by fifty or more property holders residing within ten miles of any proposed station, switch, or side track, shall be presented to the Commissioners, praying for the establishment of a new station, switch, or side track, the Commissioners shall notify the managers of such railroad of such petition, and appoint a time and place for hearing the same. Should the corporation neglect or refuse to comply with the award of the Commissioners it shall forfeit the sum of \$100 per day from the time fixed by the Commissioners for the

completion of the work required until such work shall be actually completed, to be recovered to the use of the State by suits instituted by said Commissioners, in any Court of competent jurisdiction; provided, that said Commissioners shall not require said new station, switch, or side track to be established within less than six miles of one already established.

Sec. 6. Within thirty days after the appointment of said Commissioners, they shall cause a copy of this Act to be served upon every such railroad corporation engaged in the business of transportation within this State; within ten days after the receipt of such notice, it shall be the duty of such corporation respectively to file with the Commissioners and in the office of the Secretary of State and in the office of the County Clerk in each county in which the road is located, a copy, verified by the oath or affirmation of the President or other chief executive officer, of all and singular, the tariffs and rates of freight, passage money, commutation rates, and charges, together with copies of all their rules, regulations, and instructions to employees concerning the carriage of persons and merchandise, under which the road was being operated on the first day of January, 1876, and it shall not be lawful for any of said corporations to increase any rates of freight or passage, or to raise the classification of any species of goods, or to change any rule or instruction to employees, in such manner as to increase the cost of transportation over and above the rates charged in such tariff or in use on the first day of January, 1876; provided, nevertheless, that any such railroad company may issue excursion tickets at reduced rates for special trains or between certain places, and for a fixed time.

Sec. 7. The several transportation companies or corporations operating any railroad in this State, the cars on which are propelled by steam, shall at all times, on demand, furnish to the Commissioners any and all information required of them concerning the condition, management and operation of the railroads under their control respectively, and particularly with copies of all leases, contracts and agreements for transportation with express companies or otherwise, to which they are parties. The Commissioners shall cause blanks to be prepared, proposing questions calculated to elicit facts and statistics, from which may be deduced the results hereinafter specified as necessary to be accurately known by the people and the Legislature. Such blanks shall be furnished to the several corporations in season to be filled in and returned to the Commissioners on or before the first day of October of each year. They shall be sworn to by the President or other executive officer, and by the Auditor, Secretary or principal book-keeper of the corporation making the same, respectively. They shall be tabulated by the Commissioners, and the reports, together with the tabulations thereof, and the deductions therefrom, and the record of all the matters herein required to be reported to the Legislature, with the drafts of all such bills as the Commissioners desire to recommend for passage, shall be submitted to the Legislature on the first day of the next session thereof.

Sec. 8. It is hereby made the duty of the President or other executive officer in charge of each and every railroad company having a line of railroad in this State, to make an annual report to the Commissioners for the year ending on the 30th day of June preceding, which report shall state:

STOCK AND DEBTS.

1. The amount of capital stock paid in.
2. The amount of capital stock unpaid.
3. The amount of funded debt.
4. The amount of floating debt.

COST OF ROAD AND EQUIPMENTS.

5. Cost of construction.
6. Cost of right of way.
7. Cost of equipment.
8. All other items embraced in the cost of road and equipment, not embraced in the preceding schedule.

CHARACTERISTICS OF ROAD.

9. Length of single main track laid with iron or steel.
10. Length of double main track.
11. Length of branches, stating whether they have single or double track.
12. Aggregate length of sidings and other tracks not above enumerated. Total length of iron embraced in preceding heads.
13. Maximum grade, with its length in main road, and also in branches.
14. The shortest radius of curvature, and locality of each curve, with length of curve in main road, and also in branches.
15. Total degrees of curvature in main road, and also in branches.
16. Total length of straight line in main road, and also in branches.
17. Number of wooden bridges, and aggregate length in feet.
18. Number of iron bridges, and aggregate length in feet.
19. Number of stone bridges, and aggregate length in feet.
20. Number of wooden trestles, and aggregate length in feet.
21. The greatest age of wooden bridges.
22. The average age of wooden bridges.
23. The greatest age of wooden trestles.
24. The number and kind of new bridges built during the year, and length in feet.
25. The length of road unfenced on either side, and the reason therefor.
26. Number of engines.
27. Number of passenger cars.
28. Number of express and baggage cars.
29. Number of freight cars.
30. Number of other cars.
31. The highest rate of speed allowed by express passenger trains when in motion.
32. The highest rate of speed allowed by mail and accommodation trains when in motion.
33. The highest rate of speed allowed by freight trains when in motion.
34. The rate of fare for through passengers charged for the respective classes per mile.
35. The rate of fare for local passengers charged for the respective classes per mile.
36. The highest rate per ton per mile charged for the transportation of the various classes of through freight.
37. The highest rate per ton per mile charged for the transportation of the various classes of local freight.

DOINGS OF THE YEAR.

38. The length of new iron or steel laid during the year.
39. The length of re-rolled iron laid during the year.
40. The number of miles run by passenger trains.
41. The number of miles run by freight trains.
42. The number of through passengers carried in cars.
43. The number of local passengers carried in cars.
44. The number of tons of through freight carried.
45. The number of tons of local freight carried.

EARNINGS FOR THE YEAR.

46. From transportation of through passengers.
47. From transportation of local passengers.
48. From transportation of through freight.
49. From transportation of local freight.
50. From mail and express.
51. From all other sources—total earnings for the year.

EXPENDITURES FOR THE YEAR.

52. For construction and new equipment.
53. For maintenance of way and structures.
54. For transportation expenses, including those of stations and trains.
55. Dividends—rate per cent, and amount.
- 56, 57, 58, 59, 60. All other expenditures.
61. Total expenditures during the year.

62. The number and kind of farm animals killed, and amount of damages paid therefor.

63. A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, and such other and further information as may be required by the Commissioners.

Sec. 9. Any transportation company subject to the provisions of this Act which shall neglect or refuse to make and file its report, as provided in Section 8 of this Act, or shall neglect or refuse to file its tariffs of freights and fares with the Commissioners, as provided in Section 6 of this Act, shall forfeit and pay to the State of California the sum of not less than \$100 nor more than \$1,000 for each and every day of such neglect or refusal, the same to be recovered by suit in any Court of competent jurisdiction.

Sec. 10. All prosecutions against any transportation company, railroad company, or any officer or employe thereof, for forfeitures, penalties or fines, for the violation of any of the laws relating to said companies or roads, shall be by action in the name of the people of the State of California, and it shall be the duty of such Commissioners to bring in any Court of competent jurisdiction all such actions.

Sec. 11. Each Commissioner shall have power thereunto authorized by the board to examine the books and papers of any railroad corporation or line, and also any railroad officer, agent or employe, under oath, concerning the condition, management and operation of the railroads under their direction and control, and it is hereby made the duty of the Superintendent of each transportation and railroad company in the State to notify said Commissioners by telegraph of all accidents immediately upon their occurrence.

Sec. 12. Whenever the directors of any railroad company shall fail to agree with the municipal authorities of any town or city as to the route of their railroad in any such town or city, either party may petition the Commissioners of Transportation to fix the route in said town or city, and said Commissioners, after due notice to the other party, shall hear the case and fix the route in such town or city.

Sec. 13. It shall be the duty of the Commissioners of Transportation, upon the petition of either party, after twenty days' notice to the other to hear and decide the following cases: The compensation to be paid by one railroad to another for transporting passengers, merchandise and cars; to fix such periods and time-tables, having reference to the convenience and interest of the corporation, and the public to be accommodated thereby; to determine what accommodations are required, and also the compensation to be paid for the use of terminal accommodations, and for the receiving, transferring and forwarding of passengers and freight.

Sec. 14. Any award made by the Commissioners of Transportation shall be binding upon the respective corporations and parties interested therein, until the same shall have been revised or altered by said Commissioners, or reversed on appeal to the Supreme Court, as hereinafter provided.

Sec. 15. Any award made by the Commissioners of Transportation shall be returnable, with the evidence, on the request, in writing, of any party affected thereby, and filed within thirty days, after rendering of such award, in the County Court of the county in which the controversy arose, and shall be there subject to revision in the same manner as if the said Commissioners had derived their power to act in the premises under the appointment of said Court, with the right of appeal to the Supreme Court, as in other cases.

Sec. 16. It shall be the duty of the District Attorneys of the several counties within, into, or through which any railroad runs, or is located, or worked, upon being instructed by said Commissioners, to sue for and recover all penalties for the violation of the railroad laws of this State.

Sec. 17. The provisions of this Act shall be applicable to railroads, the cars of which are propelled by steam, now or hereafter to be operated by

corporations, trustees, companies or individuals in this State.

Sec. 18. There shall be printed 2,500 copies of the report of the Commissioners of Transportation.

Sec. 19. The Governor shall remove the Commissioners of Transportation at any time when he becomes satisfied that it is for the public good.

CHAPTER II.

OF EXTORTION AND DISCRIMINATION—EXTORTION DEFINED IN FARES.

Section 1. A railroad company shall be deemed guilty of extortion in the following cases:

First—When it shall knowingly or willfully charge, demand or receive from any passenger as his fare from one station or place to another, any greater sum than is specified as the fare between such stations or places for the same class of passage, and in the same direction, in its tariff of fares on file with the Board of Transportation Commissioners.

Second—When it shall knowingly or willfully charge, demand or receive from any person or persons, as the rate of freight on goods or merchandise, any greater sum than is specified as the rates for the like quantity of goods or merchandise of the same class, between the same places, and in the same direction, in its printed tariff of freights on file with said Commissioners.

Third—When it shall knowingly or willfully charge, collect or receive from any person or persons, a greater amount of rate of toll or compensation than it shall at the same time charge, collect or receive from any other persons for receiving, handling, storing, or delivering freight of the same class and like quantity at the same place.

Fourth—When it shall knowingly or willfully charge, demand or receive from any person or persons, any greater sum for passage or freight than from any other person or persons, at the same time, between the same places, in the same direction, for the same class of passage, or for the like quantity of goods of the same class.

Fifth—When it shall knowingly or willfully charge, demand or receive as compensation for receiving, storing, handling or delivering, or for transporting any lot of goods or merchandise, any greater sum than it shall, by or through any of its authorized agents, wherever situated, have agreed to charge for such service previously to the performance thereof.

Sec. 2. A railroad company shall be deemed guilty of unjust discrimination in the following cases:

First—When it shall, directly, knowingly or willfully charge, demand, or receive from any person or persons, any less sum for passage or freight than from any other person or persons (except as in this Act hereinafter provided), at the same time, between the same places, and in the same direction, for the like class of passage, or for the like quantity of goods of the same class.

Second—When it shall, directly or indirectly, knowingly or willfully charge, demand, or receive from any person or persons, as compensation for receiving, handling, storing, or delivering any lot of goods or merchandise, any less sum than it shall charge, collect, or receive from any other person or persons, for the like service to a like quantity of goods of the same class, at the same place.

Sec. 3. It shall be unlawful for any such railroad company to grant free passes for travel with in this State, except to the following persons:

First—Directors, officers, agents and employes of the company and their families.

Second—Officers and agents and railroad contractors of other railroads or telegraph companies.

Third—Destitute persons.

Fourth—The members of the Board of Transportation Commissioners of the State of California, their Secretary, Attorney and employes while traveling in the discharge of their official duties.

Fifth—Public messengers, troops, and other persons, who are under existing laws or any con-

tract of such railroad company with this State, to be transported free of charge.

Every such railroad company shall keep a record of all free passes issued by it, except such as are issued by it to officers, agents, employes and their families, and of the several classes thereof, and of the number of times each pass shall be used, and shall report the same to the Transportation Commissioners whenever required.

Sec. 4. If any such railroad company shall be guilty of extortion, as defined in this Act, it shall forfeit and pay to the person or persons aggrieved three times the amount of the damages sustained by him or them, together with the costs of suit, to be recovered in any Court of competent jurisdiction. It shall be the duty of the Board of Transportation Commissioners to prosecute all such suits for the plaintiff.

Sec. 5. If any such railroad company shall be guilty of unjust discrimination, as defined in section 2 of this chapter, it shall forfeit and pay the sum of \$1,000 for each offense, to be recovered on complaint of the Board of Transportation Commissioners as in the last section provided. All forfeitures under this section shall be paid into the State Treasury for the benefit of the public schools of the State.

Sec. 6. Any such railroad company that issues free passes to any person or persons other than those specified in section 3 of this chapter, or shall permit any person whatever to travel free upon their cars, except upon the exhibition of free passes issued as provided in said section, shall forfeit and pay for each offense the sum of \$100, to be recovered and paid over, one-half to the State Treasurer, and the other half to the informer, as in the last section provided.

Sec. 7. Whenever it shall come to the knowledge of the Board of Transportation Commissioners that the provisions of this Act are violated by any such railroad corporation in this State, it shall be their duty to investigate the charge, and whenever in their judgment the facts warrant prosecution, it shall be their duty to immediately cause suits to be commenced and prosecuted against any such corporation which shall have been guilty of such violation. Such suits may be brought in any Court of competent jurisdiction. All such suits shall be prosecuted by the District Attorney of the county where such action is brought.

Sec. 8. Any person traveling upon any such railroad in this State, desiring to stop over at any station between the point of his departure and destination, shall, upon request, be entitled to receive from the conductor of the train without further charge thereon, a stop over ticket, which shall be good for the remainder of his journey, and may be used at any time within six months after it shall have been issued.

Sec. 9. The provisions of this Act shall be deemed applicable to such railroads as are there-in mentioned, whether operated by corporations, trustees, owner or owners not incorporated.

Sec. 10. This Act shall take effect and be in force from and after its passage.

Railway Progress in Nova Scotia.

We understand that there are only five or six miles of the line between Yarmouth and Weymouth yet to be graded, and not more than a third of the distance between Weymouth and Digby. The railway bridge across Meteghan River will be ready for the rails in a few weeks. The four cargoes of rails already landed here this spring, with the other two to arrive from New Orleans, will extend the track from Yarmouth to Weymouth. As soon as the frost is all out and the ground sufficiently settled, track laying will be resumed. The contractors are pushing the work through vigorously, and there is every prospect that the line will be open from Yarmouth to Digby before next Christmas.—*Yarmouth Herald*.

The Louisville, Paducah and Southwestern Railroad, now in receivers' hands, has been ordered to be sold by the Marshal of the United States Court, at a time to be hereafter specified.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	\$3,500,000	J. & J.	Jan. '76 31	Long Island 50	3,000,000	M. & S.	May '76 10	Vermont and Mass. 100	\$2,800,000	A. & O.	Apr. '76 21
Atlanta and West Point 100	1,232,200	J. & J.	July '76 3	Louisv., Cin. and Lex. 50	1,623,483	J. & J.	July '69 3	Warren (N. J.) 100	1,800,000	J. & D.	Dec. '75 8
Atlantic and Gulf 100	8,968,200	—	—	— pref. 100	848,700	J. & J.	Jan. '74 41	Warwick Valley 100	225,000	A. & O.	Apr. '72 24
— " guar. 100	798,478	M. & N.	Nov. '73 24	Louisville & Nashville 100	9,980,600	F. & A.	Feb. '74 4	Westchester & Phil. pref. 100	821,300	J. & J.	Jan. '76 3
Atlantic and St. Law. 100	39,494,900	M. & S.	Mar. '76 3	Louisv., N. Alb. & Ohl. 100	9,000,000	J. & D.	Dec. '70 8	West Jersey 100	1,559,750	F. & A.	Feb. '74 4
— " new 1870 100	1,500,000	—	—	Lowell and Lawrence 100	200,000	A. & O.	Apr. '76 3	Winchester & Potomac 100	180,000	J. & J.	Jan. '76 3
Avon, Genesee & Mt. M. 100	225,000	A. & O.	Jan. '75 5	Lykens Valley 100	600,000	F. M. A. N.	Aug. '75 24	Winchester & Strasburg 100	600,000	J. & J.	July '75 31
Baltimore and O. 100	13,151,982	M. & N.	May '76 5	Macon and Western 100	2,500,000	J. & J.	July '73 5	Worcester and Nashua 75	1,789,800	J. & J.	Jan. '76 31
Washington Br. 100	1,650,000	A. & O.	Apr. '75 5	Maine Central 100	2,400,500	—	—	HORSE-POWER R. R.			
Berkshire 100	600,000	quarterly	Apr. '76 11	Manchester and Law. 100	1,000,000	M. & N.	May '76 5	Albany City 100	110,300	—	—
Blossburg & Corning 50	250,000	J. & D.	Dec. '72 31	Marquette & Cincinnati 50	1,408,912	—	—	Baltimore City 100	800,000	—	—
Boston and Albany 100	20,000,000	M. & N.	Nov. '75 5	— " 1st pref. 50	8,130,719	M. & S.	Sep. '66 31	Bleeker St. & F. Fy. (N.Y.) 100	900,000	—	—
Bos., Cin. & Fitch. pref. 100	1,172,500	—	—	— " 2d pref. 50	4,460,368	M. & S.	Sep. '66 31	Boston and Chelsea 100	110,000	A. & O.	Apr. '70 4
— Agricultural Br. guar. 100	60,000	J. & D.	Dec. '75 3	Massachusetts 100	400,000	F. & A.	Feb. '75 3	Broadway (Brooklyn) 100	200,000	J. & J.	Jan. '75 5
Bos., Conc. & Mont. pref. 100	800,000	M. & N.	May '75 3	Memphis & Charleston 25	5,312,725	J. & D.	Jan. '69 3	Broadw. & 7th Av. (N.Y.) 100	2,100,000	J. & D.	Jan. '75 3
Boston and Lowell 100	8,200,000	J. & J.	Jan. '75 3	Michigan Central 100	18,738,204	J. & J.	Jan. '73 41	Brooklyn City 100	1,500,000	F. M. A. N.	May '76 3
Boston and Maine 100	6,921,274	M. & N.	May '76 3	Mill Creek & Minehill 50	323,375	J. & J.	Jan. '76 5	Brooklyn City & Newt. 100	600,000	J. & J.	July '70
Boston and Providence 100	4,000,000	M. & N.	May '76 4	Millwaukee and St. Paul 100	15,399,281	J. & J.	Dec. '70 7	Brooklyn and Jamaica 100	488,100	—	—
Bost., Revere & Lynn 100	350,000	quarterly	Mar. '76 2	— pref. 100	12,274,483	—	—	Bushwick (Brooklyn) 100	302,000	J. & J.	July '71 31
Buffalo, N. Y. & Erie 100	960,000	F. & A.	Aug. '74 24	M. Hill & Schuyl. Hav. 50	8,856,450	J. & J.	Jan. '76 31	Cambridge 100	800,500	A. & O.	Apr. '76 4
Burlington and Mo. Riv. 100	5,254,203	M. & S.	Sep. '75 5	Morris and Essex 50	14,008,100	J. & J.	Jan. '76 31	Can. Park, N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 24
— " pref. 100	1,435,900	M. & S.	Sep. '75 5	Nashua and Lowell 100	800,000	M. & N.	Nov. '74 4	Citizens' (Phil.) 100	600,000	J. & J.	Jan. '76 9
Camden and Amboy 100	5,847,806	quarterly	Apr. '76 24	Naugatuck 100	1,882,900	F. & A.	Feb. '76 5	Citizens' (Phg.) 100	200,000	M. & N.	Nov. '71 7
Camden and Atlantic 100	377,400	quarterly	Apr. '76 2	Nesquehoning Valley 50	1,000,000	M. & S.	Mar. '76 5	Coney Island & Crook. 100	600,000	—	—
— " pref. 50	838,469	quarterly	Apr. '76 2	Newark and N. York 100	977,400	J. & J.	Jan. '76 31	O. Dock, E. B'dw. & Bat. 100	1,200,000	F. M. A. N.	Aug. '75 2
Cape Cod 50	1,020,330	J. & J.	Jan. '72 24	N. Bedford 100	1,678,500	M. & N.	May '76 4	Eleventh Avenue (N.Y.) 100	1,000,000	J. & J.	Jan. '75 6
Orpe May and Millville 50	447,000	J. & D.	June '76 5	N. Castle & Beaver Val. 50	1,800,000	quarterly	Apr. '76 24	Elizabeth and Newark 100	200,000	—	—
Catawba & Folsom 50	438,900	Novemb.	Nov. '71 6	N. Haven & Northamp. 100	605,000	quarterly	Oct. '74 3	42nd St. & G. St. Ferry 100	748,000	M. & N.	May '75 5
Catawba 50	1,159,500	—	—	New Jersey 100	7,298,200	quarterly	Apr. '76 24	Frankf. & Southw. (Ph.) 100	491,750	J. & J.	Jan. '75 5
— pref. 50	2,200,000	M. & N.	Nov. '75 24	New London Northern 100	1,418,800	quarterly	Apr. '76 2	Germantown (Ph.) 100	1,000,000	J. & J.	Jan. '76 4
— 2d pref. 50	1,000,000	M. & N.	Nov. '75 24	N. Y. Cen. & Hudson R. 100	89,428,330	quarterly	Apr. '76 2	Girard College (Ph.) 100	500,000	J. & J.	July '71 3
Cayuga and Susq. 50	689,116	J. & J.	July '75 41	New York and Harlem 100	8,500,000	J. & J.	Jan. '76 4	Grand St. and Newton 100	170,000	J. & J.	July '71 2
Cedar Rapids & Mo. R. 100	6,860,400	F. M. A. N.	May '76 1	— pref. 100	1,500,000	J. & J.	Jan. '76 4	Green & Coates St. (Ph.) 100	500,000	J. & J.	Jan. '76 4
— " pref. 100	769,000	F. & A.	Feb. '75 31	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '76 5	Heston, Mantau & Fairm. 100	2,050,000	J. & J.	Jan. '75 11
Central of Georgia 100	4,666,800	J. & J.	July '75 5	N. Y. Provid. & Boston 100	2,500,000	quarterly	Apr. '76 24	Highland 100	200,000	M. & N.	Nov. '75 4
Central of New Jersey 100	20,525,000	quarterly	Apr. '76 24	Nig. Bridge & Canaan 100	1,000,000	J. & J.	Jan. '76 8	Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Central Ohio 50	2,425,000	J. & D.	Dec. '75 3	North Carolina 100	4,000,000	Irregular.	Jan. '73 5	Lynn and Boston 100	200,000	—	—
— pref. 50	400,000	J. & D.	Dec. '75 3	N. Eastern (S. O.) pref. 100	96,000	M. & N.	May '74 4	Malden and Melrose 100	200,000	—	—
Central Pacific 100	54,275,500	A. & O.	Oct. '75 41	North Pennsylvania 50	3,806,500	F. & A.	Feb. '76 3	Metropolitan (Boston) 50	1,500,000	J. & J.	Jan. '76 4
Chenung 100	880,000	quarterly	July '76 11	Northern Central 50	5,842,000	—	—	Middlesex (Boston) 100	400,000	M. & N.	Nov. '75 3
Cheshire, preferred 100	2,155,300	J. & J.	July '75 2	Northern N. Hampsh. 100	3,068,400	J. & D.	Dec. '75 24	Ninth Avenue (N. Y.) 100	797,320	—	—
Chicago and Alton 100	9,649,100	M. & S.	Mar. '76 4	Northern New Jersey 100	1,000,000	J. & J.	July '74 4	Orange and Newark 100	382,555	—	—
— pref. 100	2,425,400	M. & S.	Mar. '76 4	Norwich and Worcester 100	2,604,400	J. & J.	Jan. '76 5	Philadelphia City 100	750,000	J. & J.	Jan. '76 5
Chicago, Burl. & Quincy 100	27,512,842	M. & S.	Mar. '76 5	Ogdensh. & L. Champl. 100	3,077,000	J. & J.	Jan. '76 5	Philadelphia and Darby 20	206,000	J. & J.	Jan. '71 2
Chicago, Iowa & Neb. 100	9,916,200	J. & J.	Jan. '76 5	— pref. 100	2,000,000	A. & O.	Apr. '76 4	Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '76 24
Chicago & N. Western 100	3,414,600	J. & D.	Dec. '72 31	Ohio and Mississippi 100	20,000,000	quarterly	—	Pbg. Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
— pref. 100	1,485,652	J. & J.	July '75 31	— pref. 100	4,030,000	J. & D.	Mar. '75 31	Second Avenue (N.Y.) 100	888,100	J. A. J. O.	July '75 2
Chicago, R. I. & Pacific 100	25,000,000	A. & O.	Apr. '76 4	Oil Cr. & Allegheny R. 50	4,259,450	quarterly	Jan. '74 3	Second & Third Sts. (Ph.) 40	962,100	J. & J.	July '75 5
Cin. Ham. & Dayton 100	8,600,000	A. & O.	Apr. '73 4	Old Colony 100	6,783,900	J. & J.	Jan. '76 31	17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Cin. Sand. and Cleve. 50	2,990,550	—	—	Oswego and Syracuse 100	482,400	F. & A.	Feb. '76 4	Sixth Avenue (N. Y.) 100	750,000	M. & N.	Nov. '74 5
— pref. 50	413,150	M. & N.	Nov. '76 2	Pacific of Missouri 100	3,635,750	quarterly	Jan. '75 11	Third Avenue (N. Y.) 100	1,170,000	F. M. A. N.	Feb. '76 24
Clev. Col. Cin. & Ind. 100	14,991,275	F. & A.	Feb. '76 3	Panama 100	7,000,000	quarterly	Jan. '76 31	13th & 15th street (Ph.) 50	1,000,000	J. & J.	Jan. '76 2
Cleveland & Mahoning 50	2,057,569	M. & N.	May '74 31	Paterson and Hudson 100	832,000	J. & J.	Jan. '76 41	23d street (N. Y.) 100	600,000	J. & J.	Jan. '75 4
Cleveland & Pittsburg 50	11,236,150	F. M. A. N.	Feb. '76 11	Paterson and Newark 100	250,000	J. & J.	Jan. '76 4	Somerville (Boston) 100	98,000	M. & N.	Nov. '75 3
Columbus and Xenia 50	1,786,800	M. J. S. D.	Mar. '76 2	Paterson and Ramapo 100	248,000	J. & J.	Jan. '76 4	South Boston 100	450,000	quarterly	—
Colum. & Hocking Val. 100	2,600,000	F. & A.	Feb. '76 5	Pember. & Hightstown 50	342,150	J. & J.	Jan. '76 5	Union (Boston) 100	374,800	J. & J.	Jan. '76 5
Concord 100	1,600,000	M. & N.	May '76 5	Pennsylvania 50	68,114,475	quarterly	Feb. '76 2	Union (Phila.) 100	400,000	J. & J.	Jan. '76 8
Concord and Port. 100	350,000	J. & J.	Jan. '76 24	Peoria & Bureau Val. 100	1,300,000	F. & A.	Feb. '76 2	West Philadelphia 50	400,000	J. & J.	Jan. '76 10
Conn. & Passump. Riv. 100	2,100,000	F. & A.	Feb. '75 8	Philadelphia and Erie 50	6,004,300	J. & J.	—	CANALS.			
Connecticut River 100	2,100,000	J. & J.	Jan. '76 4	— pref. 50	2,400,000	J. & J.	July '74 4	Chesapeake & Delaware 50	1,983,523	J. & D.	June '75 2
Cumberland Valley 50	1,292,950	A. & O.	Apr. '76 5	Phil. Ger. & Norristown 50	1,628,250	M. J. S. D.	Mar. '76 3	Chesapeake and Ohio 25	3,229,594	—	—
— " 1st pref. 50	241,900	A. & O.	Apr. '76 4	Philadelphia & Reading 50	32,725,775	quarterly	Jan. '76 24	Delaware Division 100	1,633,350	F. & A.	Feb. '76 4
— " 2d pref. 50	243,000	A. & O.	Apr. '76 4	— pref. 100	1,561,800	quarterly	Jan. '76 24	Delaware and Hudson 100	20,000,000	F. & A.	Feb. '76 5
Danbury and Newfal. 50	600,000	—	—	Phila. and Trenton 100	1,259,100	quarterly	Apr. '76 24	Delaware and Raritan 100	5,847,400	quarterly	Apr. '76 24
Delaware 100	1,230,950	J. & J.	Jan. '76 8	Phila. W. & Balt. 50	11,536,250	J. & J.	Jan. '76 4	Erie of Pennsylvania 50	64,000	—	—
Del., Lackaw. & Westn. 50	2,500,000	J. & J.	Apr. '76 24	Pittsb., Ft. W. & Chl. 100	19,714,285	quarterly	Apr. '76 11	Lehigh Coal & Navigt. 100	10,548,550	J. S. D. M.	Mar. '76 2
Detroit & Milwaukee 50	822,140	J. & D.	Dec. '69 7	— Special Imp. 100	2,000,000	quarterly	Apr. '76 11	Monongahela Navigt. 100	1,003,500	J. & J.	July '75 4
Dubuque & Sioux City 100	5,000,000	A. & O.	Apr. '76 3	Pittsfield & N. Adams 100	460,000	J. & J.	Jan. '76 3	Morris (consolidated) 100	1,025,000	F. & A.	Feb. '76 2
East Pennsylvania 50	1,408,200	J. & J.	Jan. '76 3	Portland and Kennebec 100	616,700	J. & J.	Jan. '76 3	— (preferred) 100	1,176,000	F. & A.	Feb. '76 5
East Mahanoy 50	392,950	J. & J.	Jan. '76 24	Yarmouth certificates 100	202,400	A. & O.	Apr. '76 3	Pennsylvania 50	4,337,950	—	—
East Tenn., Va. & Ga. 100	1,068,274	A. & O.	Apr. '76 3	Portl., Saco & Portm. 100	1,500,000	J. & J.	Jan. '76 5	Schuyl. Nav. (common) 50	1,908,207	F. & A.	Feb. '76 30c
Eastern (Mass.) 100	4,997,000	J. & J.	July '73 3	Providence & Worcester 100	2,000,000	J. & J.	Jan. '76 4	— (pref.) 50	2,838,977	F. & A.	Feb. '76 60c
Eastern (N. H.) 100	492,500	J. & J.	July '73 3	Raleigh and Gaston 100	1,600,000	J. & J.	July '71 6	Susq. and Tide Water 50	2,002,746	—	—
Elmira, Jef. & Canand 100	600,000	F. & A.	Aug. '74 24	Rensselaer & Saratoga 100	6,000,000	J. & J.	Jan. '76 4	Union 100	2,907,860	—	—
Elmira & Williamsport 50	500,000	M. & N.	Nov. '75 24	Roch. & Genesee Val. 110	555,200	—	—	W. Branch and Susq. 50	1,100,000	J. & J.	Jan. '65 -
— pref. 50	500,000	J. & J.	Jan. '76 31	Rome, Watert. and Ogd. 100	2,998,900	J. & J.	July '75 3	MISCELLANEOUS.			
Erie Railway 100	78,000,000	—	—	Rutland 100	2,479,700	—	—	Adams Express 100	12,000,000	M. J. S. D.	Dec. '75 2
— pref. 100	8,536,910	—	—	— preferred 100	4,188,700	F. & A.	Feb. '75 31	American Coal 25	1,500,000	M. & S.	Mar. '75 3
Erie and Pittsburg 50	1,090,250	quarterly	Mar. '76 11	St. Croix and Penobscot 100	100,000	J. & J.	July '71 2	American Express 100	18,000,000	J. & J.	Jan. '76 3
Fitchburg 100	4,000,000	J. and J.	Jan. '76 4	St. L., Alt. & T. Haute 100	2,300,000	—	—	Atlantic Mail Steamship 100	4,000,000	M. J. S. D.	Dec. '67 24
Georgia 100	4,200,000										

RAILROAD EARNINGS—MONTHLY.

	Atchison, Top. & San. Fe.:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1875.	68,659	78,410	104,000											
1876.	117,417	144,132	176,000											
Central Pacific:														
1873.	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	1,116,366	13,919,394	
1874.	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	1,370,334	14,522,814	
1875.	963,933	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,285	1,553,014	1,567,622	1,615,974	1,513,836	1,338,209	17,035,063	
1876.	961,000	1,000,000	1,133,000											
Canada Southern:														
1875.	67,487	41,501	82,255											
1876.	123,742	141,161	165,431											
Chicago and Alton:														
1873.	347,372	396,307	420,893	409,473	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541	
1874.	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	364,726	5,126,228	
1875.	319,928	323,219	363,637	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764	
1876.	320,392	332,055	353,719											
Chicago and Northwestern:														
1872.	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645	
1873.	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,906	1,052,915	13,816,465	
1874.	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,065,726	1,030,027	13,361,689	
1875.	825,469	671,784	970,064	1,024,389	1,164,459									
Chicago, Mil. & St. Paul:														
1873.	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124	
1874.	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,283	8,953,017	
1875.	466,101	323,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	974,262	927,030	747,893	8,355,744	
1876.	527,000	518,000	567,388											
Clev. Col., Cin. & Ind.:														
1873.	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448	
1874.	378,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	325,399	4,248,606	
1875.	277,140	255,239	301,666	304,424	303,689	285,947	291,386	306,105	383,550	364,738	367,295	333,038	3,774,217	
Erie:														
1872.	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096	
1873.	1,326,505	1,329,423	1,515,382	1,541,958	1,717,593	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585	19,548,617	
1874.	1,455,210	1,286,511	1,430,911	1,556,922	1,646,139	1,648,938	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551	18,136,787	
1875.	1,164,975	1,101,631	1,074,743	1,423,386	1,556,521	1,570,470	1,534,098	1,497,529	1,538,089					
Illinois Central:														
1872.	637,430	531,637	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754	
1873.	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325	
1874.	583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721	
1875.	591,031	481,681	595,519	610,459	604,881	602,505	715,899	613,446	718,101	816,508	773,092	679,434	7,802,556	
1876.	588,446	608,126	605,494											
Kansas Pacific:														
1872.	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183	
1873.	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160	
1874.	170,349	178,429	245,774	292,143	316,647	316,379	293,247							
Lake Shore & Mich. South'n:														
1870.	899,289	1,003,887	1,168,963	1,177,878	1,099,494	1,042,301	908,397	1,182,303	1,242,956	1,294,124	1,262,917	1,226,727	13,509,236	
1871.	1,090,039	1,082,656	1,320,092	1,225,281	1,201,783	1,148,481	1,140,388	1,304,253	1,377,653	1,410,867	1,353,362	1,243,594	14,898,449	
1872.	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,699,935	
1873.	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,509	
1874.	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,936	17,146,131	
Michigan Central:														
1872.	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117	
1873.	379,936	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548	6,069,534	
1874.	555,709	438,037	487,871	551,932	559,284	468,908	413,302	484,792	552,484	609,888	525,450	481,568	6,129,555	
1875.	500,902	441,623	611,211	600,066	556,789									
1876.	518,567	548,669	583,136											
Mo., Kan. & Texas:														
1873.	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321	
1874.	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500					
1875.	198,099	204,539	233,095											
1876.	256,459	254,722	245,814											
Ohio and Mississippi:														
1873.	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667	
1874.	266,039	243,167	304,842	298,665	268,807	292,546	282,642	311,140	366,131	382,544	392,575	297,678	3,612,776	
1875.	245,989	244,983	309,908	273,441	257,971	256,772								
1876.	315,795	293,039	314,383											
Philadelphia and Reading:														
1871.	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664	
1872.	557,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748	
1873.	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	1,049,136	14,990,006	
1874.	683,128	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,463	1,066,632	1,468,807	1,657,429	1,376,639	958,136	14,361,121	
1875.	447,172	417,644	575,740	650,270	689,193	917,514	1,555,974	1,631,339	1,656,258	1,722,954	1,438,733			
St. Louis, I. Mt. & South'n:														
1873.	145,834	152,054	224,449	207,627	254,927	216,223	200,575	223,714	244,967	238,198	209,622	231,348	2,539,538	
1874.	243,915	211,409	226,288	214,620	251,509	238,608	235,250	254,230	292,216	358,776	250,960	385,000		
1875.	250,790	281,911	275,910											
1876.	352,200	312,500	295,000											
St. Louis, Kans. C. & North'n:														
1875.	208,088	196,155	243,991											
1876.	246,535	284,289	274,358											
Toledo, Peoria and Warsaw:														
1875.	71,438	61,809	72,805											
1876.	99,208	112,240	102,737											
Toledo, Wab. & Western:														
1873.	403,487	427,097	437,835	423,517	459,506	537,819	488,911	647,080	593,810	528,844	369,605	421,296	5,738,805	
1874.	423,343	400,984	404,699	447,955	480,719	388,535	440,587	478,475	459,894	475,127	403,319			
Union Pacific:														
1869.														
1870.	528,529	500,139	539,238	706,603	802,586	746,450	623,560	617,585	758,467	999,665	837,388	716,829	5,709,183	
1871.	479,573	373,925	499,899	584,540										

NATIONAL AND STATE SECURITIES.

		Amounts outstanding.	Interest.		When Payable.	Market Price.			Amounts outstanding.	Interest.		When Payable.	Market Price.
			Rate.	Payable.						Rate.	Payable.		
National Securities, Apr. 1, 1876.													
Loan of June 14, 1858.....registered		\$260,000	5	Jan. & July.	1874	121	Massachusetts—(\$20,465,204):		650,000	5	Jan. & July.	1894	111
Loan of February 8, 1861.....registered		13,794,000	6	Jan. & July.	1880	122	.. Lunatic Hospital Loan, 1874.....		400,000	5	"	1894	111
.. coupon		4,821,000	6	"	1880	122	.. Harbor Land Improvement bonds, 1874		220,000	5	May & Nov.	1880	111
Oregon War Bonds of March 2, 1861.....coupon		945,000	6	Jan. & July.	1881	121	.. Back Bay Land bonds, 1861 and 1862..		1,850,000	6	Jan. & July.	1875-76	115
Loan of July 17, and Aug. 5, 1861.....registered		126,042,700	6	Jan. & July.	1881	121	.. Union Defense Loan, 1861.....		50,000	5	June and Dec.	1877-78	
.. coupon		63,278,650	6	"	1881	122	.. Union Defense Loan, 1862.....		888,000	5	Jan. and July.	1883	111
Loan of Feb. 25, 1862 (5-20s).....registered		53,708,150	6	May & Nov.	1882	121	.. Coast Defense Loan, 1863.....		8,880,244	5	"	1894	
.. coupon		21,293,850	6	"	1882	122	.. Bounty Fund Loan, 1863 and 1864.....		999,944	5	"	1899	
Loan of March 2, 1863.....registered		53,708,150	6	Jan. & July.	1881	121	.. War Fund Loan, 1869.....		10,971,992	5	Various.	1888-94	109
.. coupon		21,293,850	6	"	1881	122	.. Troy & Greenfield R.R. & Tunnel Loan.		3,599,020	5	Jan. & July.	1900	
Loan of March 3, 1864 (5-20s).....registered		53,708,150	6	May & Nov.	1884	121	Michigan—(\$1,664,000):						
.. coupon		21,293,850	6	"	1884	122	.. Renewal Loan bonds, 1858.....		105,000	6	"	1878	103
Loan of June 30, 1864 (5-20s).....registered		53,708,150	6	"	1884	122	.. Two Million Loan bonds, 1863.....		1,032,000	6	"	1878-83	105
.. coupon		21,293,850	6	"	1884	122	.. War Bounty Loan bonds, 1865.....		366,000	7	May & Nov.	1890	112
Loan of March 3, 1865 (5-20s).....registered		53,708,150	6	Jan. & July.	1885	119	Minnesota—(\$2,755,000):						
.. coupon		21,293,850	6	"	1885	119	.. State Buildings Loan, 1867 to 1869.....		250,000	7	Jan. & July.	1877-79	
.. 2d series (5-20s).....registered		60,656,400	6	Jan. & July.	1885	119	.. State Buildings Loan, 1873, coupon.....		230,000	7	"	1883-93	
.. coupon		142,806,700	6	"	1885	119	.. Railroad Aid bonds, 1858, (repudiated).		2,275,000	7	"	1887	
.. 3d series (5-20s).....registered		91,487,400	6	Jan. & July.	1887	121	Missouri—(\$17,839,000):						
.. coupon		219,135,350	6	"	1887	121	.. State Debt Proper, 1865 and 1868.....		439,000	6	"	181-91	105
.. 4th series (5-20s).....registered		14,747,000	6	Jan. & July.	1888	122	.. Consolidation bonds, 1868.....		2,727,000	6	"	1888	
.. coupon		22,723,800	6	"	1888	122	.. Funding Bonds, 1874.....		1,100,000	6	"	1894-95	104
Loan of March 3, 1864, (10-40s).....registered		52,805,200	5	Mar. & Sept.	1904	117	.. Railroad Aid bonds, 1853-66.....		15,938,000	6	"	1870-87	104
.. coupon		22,723,800	5	"	1904	118	.. State Institution bonds, 1872 to 1874.....		505,000	6	"	1892-94	104
Consols of July 14, '70 & Jan. 20, '71 registered		221,928,200	5	F. M. A. & N.	1881	117	Nevada—(\$160,000):						
.. coupon		29,285,100	5	"	1881	119	.. Bonds funding floating debt, 1871.....		160,000	10	Mar. & Sept.	1881	
Debt matured and without interest.....(var.)		9,183,300	3	Due.	...	...	New Hampshire—(\$3,724,100):						
Navy Pension Fund of July 23, 1868.....(cur.)		14,000,000	3	Irred.	...	...	.. War Loan Bonds, of 1861.....		418,000	6	Jan. & July.	1875-78	102
Certificates of Indebtedness 1870.....(cur.)		14,000,000	4	Irred.	1876	120	.. War Loan Bonds, of 1864.....		600,000	6	Mar. & Sept.	1884-89	
Pacific R. R. Bonds (registered).....(currency)		64,623,512	6	Jan. & July.	1890-99	126	.. State bonds, 1873.....		500,000	6	Jan. & July.	1879-80	105
United States Notes.....		370,823,645	nd	"	...	...	.. Equalization (Municipal) bonds, 1872.....		2,206,100	6	"	1892-95	109
Fractional Currency.....		42,604,894	nd	"	...	...	New Jersey—(\$2,496,300):						
							.. War Loan (tax free) bonds, 1861.....		1,000,900	6	"	1876-84	108
							.. War Loan (tax free) bonds, 1863.....		900,900	6	"	1886-96	
							.. War Loan bonds, 1864.....		593,400	6	"	1897-99	
							New York—(\$29,776,787):						
							.. Bounty Loan bonds, coupon.....		1,057,000	7	"	1877	104
							.. Bounty Loan bonds, registered.....		14,855,000	7	"	1877	104
							.. State (Deficiency) Stock, '88, part at will:		889,781	6	J. A. J. & O.	1878	114
							.. Canal Stock (old).....		880,000	6	June & Dec.	1877	116
							.. Canal Stock, 1872.....		1,562,900	6	Jan. & July.	1887	113
							.. Canal Stock, 1873.....		847,500	6	"	1883	120
							.. Canal Stock, 1878.....		4,302,600	6	"	1891	120
							.. Canal Stock, 1874.....		2,000,000	6	April & Oct.	1892	
							North Carolina—(\$25,419,045):						
							.. Railroad and Improvement (old) bonds.		4,738,800	6	Jan. & July.	1875-98	16
							.. Railroad and Improvement (old) bonds.		3,639,400	6	April & Oct.	1875-98	15
							.. Railroad and Improvement (new) bonds.		2,383,000	6	Jan. & July.	1875-98	8
							.. Railroad and Improvement (new) bonds.		1,695,000	6	April & Oct.	1875-98	8
							.. Funding (new) bonds, 1869.....		2,417,400	6	Jan. & July.	1900	11
							.. Funding (new) bonds, 1868.....		1,711,400	6	April & Oct.	1898	9
							.. Special Tax bonds.....		11,407,000	6	"	1898-99	2
							Ohio—(\$7,988,205):						
							.. Loan (sinking fund), 1850.....		1,473,115	6	Jan. & July.	1875	
							.. Loan (sinking fund), 1860.....		4,072,640	6	"	1881	106
							.. Loan (sinking fund), 1856.....		2,400,000	6	"	1886	110
							Oregon—(\$246,027):						
							.. Bounty and Relief bonds.....		46,027	7	"	1875-84	
							.. Willamette Canal and Lock bonds, 1870		200,000	7	"	1890	
							Pennsylvania—(\$24,568,635):						
							.. Inclined Plane Loan, of 1849.....		400,000	6	April & Oct.	1879	104
							.. Loan of April 1862, reg. and coup.....		483,000	5	Jan. & July.	1882	101
							.. Loans, May '62 & Apr. '62, reg. & coup.		3,540,500	6	Feb. & Aug.	1877-78	101
							.. Stock Loan of Feb. 2, 1867, 2d series.....		7,890,550	6	"	1877	103
							.. Stock Loan of Feb. 2, 1867, 3d series.....		9,271,850	6	"	1882	113
							.. Stock Loan of Feb. 2, '67, 1st, 2d & 3d ser.		434,850	5	"	1872-82	
							.. Agricultural College Land Scrip, 1872..		500,000	6	April & Oct.	1876	
							Rhode Island—(\$2,638,000):						
							.. War Loan bonds of 1862.....		1,019,000	6	Mar. & Sept.	1882	108
							.. War Loan bonds of 1863 and 1864.....		1,619,000	6	Various.	1893-94	
							South Carolina—(\$14,537,295):						
							.. State House Stock, 1856 to 1861.....		944,918	6	Jan. & July.	1877-80	34
							.. State House bonds, 1853 and 1854.....cur.		287,000	6	"	1871-80	
							.. Blue Ridge R. R. bonds, 1854.....		867,000	6	"	1875-79	34
							.. Funding Stock and bonds, 1866.....		884,113	6	"	1879-97	34
							.. Funding and Conversion bonds, 1868-69		3,764,850	6	J. A. J. & O.	1882-89	34
							.. Land Commission bonds, 1869 and 1870.		281,000	6	Jan. & July.	1889	34
							.. Fire Loan Stock of 1838.....		292,641	6	J. A. J. & O.	1888	
							.. Relief (Treasury) bonds, 1860.....		616,000	7	Jan. & July.	1888	26
							.. Consolidated bonds, 1873, reg. and coup.		1,210,884	6	"	1893	
							.. Railroad bond endorsements.....		4,010,808	var	Various.	var.	
							Tennessee—(\$47,185,617):						
							.. State Bonds (direct).....		2,641,000	6	April & Oct.	30 yrs	43
							.. Railroad, &c., Loan bonds.....		28,530,000	6	Jan. & July.	30 yrs	43
							.. Funding bonds, 1866 and 1868.....		7,141,000	6	"	1879-99	41
							.. Funding bonds, 1873, coupon and reg..		6,222,000	6	"	1914	41
							Texas—(\$4,822,073):						
							.. State Bonds.....		125,000	6	Jan. & July.	1877	93
							.. State Bonds.....		75,000	6	"	1882	88
							.. Frontier Defense (gold) bonds.....		697,000	7	"	1910	105
							.. Revenue Deficiency (gold) bonds.....		500,000	7	"	1892	101
							.. Funding (gold) Bonds.....		1,000,000	7	"	1904	101
							.. Funding (currency) Bonds.....		279,000	10	Mar. & Sept.	1876	100
							.. Funding (currency) Bonds.....		400,000	10	Jan. & July.	1884	107
							.. Pension (currency) Bonds.....		1,100,000	10	"	1894	104

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	\$40,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) ..	4,000,000	7*	Jan. & July.	Charleston.	1888	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	115
2d Mortgage.....	2,675,000	8*	"	"	1889	....	Boston, Clinton and Fitchburg:						
Receiver's Bonds.....	1,200,000	7	"	"	....	....	1st Mortgage (Agricultural Br.)...	400,000	6	Jan. & July.	Boston.	1884	85
Alabama and Georgia:							1st Mortgage (Equalization).....	248,000	7	"	"	1889	92
1st Mortgage, guar. by Ala. & Ga.	10,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Consolidation)....	252,000	7	"	"	1890	92
Alabama Central:							Equipment Mortgage.....	350,000	6	Apr. and Oct.	"	1881	90
1st Mortgage.....	1,800,000	8	Jan. & July.	New York.	1901	....	Boston, Concord and Montreal:						
Albany and Susquehanna:							Sinking Fund Mortgage.....	543,000	6	Jan. and July.	Boston.	1889	87 1/2
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	116	Consol. Mortgage for \$2,000,000.	865,000	7	Apr. and Oct.	Boston.	1893	103
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	106 1/2	Boston, Hartford and Erie:						
3d Mortgage.....	434,000	7	May & Nov.	"	1881	102 1/2	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
Albany Loan.....	935,000	6	"	"	1895	....	1st Mortgage (Berdell).....	15,000,000	7	Jan. and July.	New York.	1900	22 1/2
Alexandria and Fredericksburg:							1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	26
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	Mass. L. (sec'd by \$4,000,000 Ber.)	3,600,000	7*	"	Boston.	1899	....
Allegheny Valley:							Boston and Lowell:						
General Mortgage.....	3,967,000	7.3	Jan. & July.	New York.	1896	101 1/2	Bonds (Wharf Purchase).....	300,000	6	Apr. and Oct.	Boston.	1879	....
Special Mortgage to Penn.....	3,500,000	6	January.	Harrisburg.	....	97	Bonds of 1872 for \$1,000,000....	999,300	7	"	"	1892	106
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	82	Boston and Maine:						
Funding Income (traffic guar.)	5,402,900	7	"	Pittsburg.	1894	....	Bonds of 1893 (coup. and reg.)...	3,260,500	7	Jan. and July.	Boston.	'93-'94	110
American Central:							Boston and New York Air Line:						
1st Mort., guar. by C., B. & Q.	645,000	7	Jan. & July.	New York.	1878	104	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	100 1/2
Androscoggin:							Boston and Providence:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Bonds to purchase F., W. & B.R.d.	500,000	7	Jan. and July.	Boston.	1893	108 1/2
Arkansas Central (narrow gauge):							Brunswick and Albany:						
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....	1st Mort. (gold) end. by Gat. ex fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
Ashabula, Youngstown & Pitta.:							2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	....
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
Atchison and Nebraska:							Buffalo, Corry and Pittsburg:						
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
Atchison, Topeka and Santa Fe:							Buffalo and Erie:						
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	81 1/2	Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Land Grant Mortgage (gold).....	3,374,500	7*	April & Oct.	Boston.	1900	77	Mort. bonds (" ")	300,000	7	March & Sept.	"	1886	....
1st Mort. (Wichita Branch) guar.	412,000	7*	Jan. & July.	N. Y. or Bost.	1902	....	Mort. bonds (" ")	3,000,000	7	Apr. and Oct.	"	1898	105
Consol. Second Mort. (gold)....	976,000	7*	April & Oct.	N. Y. or Bost.	1903	....	Buffalo and Jamestown:						
Income bonds.....	475,000	12	Jan. & July.	Boston.	....	101 1/2	1st Mortgage.....	1,000,000	6*	.....	New York.	1902	....
Atlanta and Richmond Air Line:							Buffalo, New York and Erie:						
1st Mortgage (guar. by Georgia).	4,243,600	8	Jan. & July.	New York.	1900	60	1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	93
Atlantic and Great Western:							Buffalo, New York & Phila.:						
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N. Y. or Lond.	1902	....	1st Mortgage.....	2,296,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage (gold).....	10,173,679	7*	March & Sept.	"	1902	....	2d Mortgage for \$1,000,000.....	281,500	10	"	"	1893	....
3d Mortgage (gold) Income.....	28,783,000	7*	May & Nov.	"	1902	....	Burlington, Cedar Rapids & Minn.:						
Atlantic and Gulf:							1st Mortgage, etc., skg. fund.....	5,430,000	7*	May & Nov.	N. Y. & Lond.	1919	41 1/2
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	....	1st Mort., (gold) Mil. Div.....	2,200,000	7*	Feb. and Aug.	"	1902	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	Rurlington and Missouri River:						
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	Land and R. R. Mortgage.....	4,660,250	7	April & Oct.	N. Y. & Bost.	1893	109 1/2
Atlantic and Lake Erie:							Stock Bonds pref. 3d lien.....	800,000	8	Jan. & July.	Boston.	1878	....
1st Mort. (gold) for \$5,000,000...	.....	7*	Jan. & July.	New York.	1901	....	Stock (common) Bonds.....	308,000	8	April & Oct.	N. Y. & Bost.	1879	100
Atlantic, Miss. and Ohio (428 m.).							Stock (common) Bonds.....	308,500	8	Jan. & July.	"	1894	106 1/2
1st Mortgage for \$15,000,000....	5,470,000	7*	April & Oct.	New York.	1901	....	Stock (common) Bonds.....	409,500	8	"	"	1889	....
2d Mort. to State (no int. till '80).	4,000,000	....	"	"	....	....	Burlington and Mo. Riv. in Neb.:						
Atlantic and Pacific:							1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	101 1/2
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	....	Bonds convertible until 1892....	600,000	8	"	Boston.	1883	90
2d Mortgage for \$3,000,000 (gold)	2,015,500	6*	May & Nov.	"	1891	....	Burlington and Southwestern:						
1st Mort. (So. Pac. R.R. assumed)	7,188,500	6*	Jan. & July.	"	1888	61 1/2	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	"	1891	....	Cairo and Fulton (Arkansas):						
1st Mort. (Central Div.) L. G.....	794,000	6*	"	"	1901	....	1st Mort. (R.R. and lands) S.F.....	8,000,000	7*	Jan. & July.	New York.	1891	....
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	Cairo and St. Louis (3 ft. gauge):						
Income Bonds (for funding).....	529,600	6*	"	"	1883	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
Land Debentures.....	600,000	10	J. A. J. & O.	"	1884	....	Cairo and Vincennes:						
Atlantic and St. Lawrence:							1st Mortgage, gold.....	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	"	1878	....	2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1898	....
2d Mortgage (sterling) of 1864....	1,500,000	6*	April & Oct.	"	1884	....	California Pacific:						
3d Mortgage (sterling) of 1871....	713,000	6*	May & Nov.	"	1891	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
Portland City Bonds, 1st M., s. f.	787,000	6	"	Portland.	1883	....	Extension, or 2d Mortgage.....	3,500,000	7*	"	"	1889	....
Bald Eagle Valley:							First Income bonds.....	1,000,000	10*	.....	.....	....	....
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	2d Income, or double track b'ds	1,600,000	6*	.....	.....	....	....
2d Mortgage.....	100,000	7	"	"	1884	....	Camden and Amboy:						
Baltimore and Ohio:							Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	102 1/2
Loan of 1850-'80.....	579,500	6	Jan. & July.	Baltimore.	1880	103 1/2	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	100
Loan of 1855-'85.....	1,710,000	6	April & Oct.	"	1885	104 1/2	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	106 1/2
Loan of 1855-'90 (Balt.) skg. fd.	3,253,026	6	Jan. & July.	"	1880	....	Sterling Loan, S. F. (\$262,000).	1,286,050	6*	Feb. & Aug.	London.	1890	....
Loan of 1870-'95 (etc.) skg. fund.	3,398,966	6*	March & Sept.	London.	1895	....	Camden and Atlantic:						
Loan of 1872-1902 (etc.) S. F.....	9,198,852	6*	"	"	1902	....	1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	105
Loan of 1874-1910 (etc.) S. F.....	9,576,000	6*	May & Nov.	"	1910	....	2d Mortgage.....	500,000	7	April & Oct.	"	1879	103
3d Mort. (N. W. Va. R.R.) ass'd	110,000	6	Jan. & July.	Baltimore.	1885	100	Camden and Burlington County:						
Baltimore and Potomac:							Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	96
1st Mort. (Tunnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	Canada Southern:						
1st Mortgage (R. R.) gold guar.....	3,000,000	6*	April & Oct.	"	1911	....	1st Mort. (skg. fd) d'd for \$9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	65
Bangor and Piscataquis:							Cape Girardeau and State Line:						
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	1st Mortgage (gold).....	1,000,000	7	Jan. & July.	.....	1891	....
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	Cape May and Millville:						
Bay City and East Saginaw:							2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	95
1st Mort., guar. by F. & P. Mq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Carbondale and Shawneetown:						
Bedford and Bridgeport:							1st Mortgage.....	200,000	7*	Jan. & July.	.....	1902	....
1st Mortgage.....	1,000,000	7	April & Oct.	Philadelphia.	1892	....	Carolina Central:						
Belfast and Mooshead Lake:							1st Mortgage.....	3,000,000	6*	Jan. & July.	New York.	1923	75
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	2d Mortgage-Income Bonds.....	3,000,000	7	April & Oct.	"	1914	....
Bellefonte and Snow Shoe:							Carthage and Burlington:						
1st Mortgage.....	99,000	6	.....	Philadelphia.	1883	....	1st Mort., guar. by C., B. and Q.	472,500	8	May & Nov.	New York.	1879	107 1/2
Belfontaine and Indiana:							Catawissa:						
1st Mort., ass'd by C., C. C. & L.	453,000	7	Jan. & July.	New York.	1899	....	1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
Belleville and Southern Illinois:							1st Mortgage (new).....	1,300,000	7	"	"	1900	106 1/2
1st Mort., guar. by St. L. A. & T.H.	1,100,000	8	April & Oct.	New York.	1896	91 1/2	Chattel Mortgage.....	209,850	5	May and Nov.	"	'92-'99	....
Beloit and Madison (C. & N.W.):							Cayuga Lake:						
1st Mortgage (guaranteed).....	284,000	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	800,000	7*	June and Dec.	New York.	1901	75
Belvidere Delaware:							Cazenovia and Canastota:						
1st Mortgage (guar. by C. &)	1,000,000	6	June & Dec.	New York.	1877	103	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage (A. Co. and)	499,500	6	March & Sept.	Philadelphia.	1885	99	Cedar Falls and Minnesota:						
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	96	1st Mort. (C. F. to Waverly)....	198,000	7	April & Oct.	New York.	1884	86 1/2
Bingham Canyon & Camp Floyd:							1st Mort. (W. to Minn. Line)....	1,394,000	7	Jan. & July.	"	1907	....
1st Mortgage.....	240,000	8*	Jan. & July.	.....	1903	....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.				Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.				Due.	Price.
			When.	Where.	When.	Where.											
Cedar Rapids & Mo. Riv. (C. & N.W.):	\$								Chicago, Iowa and Nebraska:	\$							
1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....		2d Mort. (now 1st) guar. C. & N.W.	568,240	7	Jan. & July.	Boston.	1890	....		
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	" "	" "	1894	94		3d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....		
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	94		Chicago and Milwaukee Railway:									
Central Branch Union Pacific:								1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	101			
1st Mort. (Atch. & Pike's Peak):	1,000,000	6	Jan. & Nov.	New York.	1895	....		Chicago and Mich. Lake Shore:								
2d Mortgage Government's aid:	1,000,000	6	May & July.	" "	1895	....		1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....		
Central of Georgia:								1st Mortgage.....	7,500,000	8	Jan. & July.	" "	1890	....		
General Mort. for \$5,000,000.....	2,287,000	7	Jan. & July.	N.Y. & Savan.	1893	....		1st Mortgage.....	1,350,000	8	May & Nov.	" "	1891	....		
Macon & West. (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah.	1880	....		1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	" "	1892	....		
Central of Iowa:								Chicago, Milwaukee and St. Paul:									
1st Mortgage, gold, \$16,000 p. m.	3,700,000	7	Jan. & July.	New York.	1899		1st Mort. (Mil. and St. Paul R'y)	5,909,000	7	Jan. & July.	New York.	1893	101			
2d Mortgage, gold, \$4,000 p. m.	925,000	7	April & Oct.	" "	1901		2d Mort. (" "									

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Price	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
				When.	Where.						When.	Where.		
	Cleveland and Pittsburg (Pa.Co.):	\$ 600,000	6	Jan. and July	New York.	1913		Detroit & Bay City (Mich. Cent.):	\$ 2,380,000	8	May and Nov.	New York.	1902	94
	Construction and Equip. bonds	1,096,000	7	"	"	1892		1st Mort. (\$424,000 guar.)						
	4th (now 3d) Mortgage guar.	1,487,000	7	May & Nov.	"	1906		Detroit, Eel River and Illinois:	1,820,000	8	Jan. & July.	New York.	1891	
101	Consol. sinking fund guar.	1,000,000	7	Jan. & July.	New York.	1880		1st Mortgage for \$22,000 p.m.	1,170,000	8	June & Dec.	New York.	1890	
	Clev., Painesville & Ashtabula:	1,000,000	7	April & Oct.	"	1892		2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	"	1881	
	Reg'd'd b'de(ass'd by LS&MS).	800,000	7	"	"	1886		Detroit, Hillsdale and Indiana:	3,219,000	8	April & Oct.	Boston.	1896	
	3d Mortgage (")	1,595,000	7	Jan. & July.	New York.	1885		1st Mortgage	575,000	8	June & Dec.	"	1897	
	Cleveland and Toledo:	800,000	7	April & Oct.	"	1886		1st Mortgage (on Branches)	1,359,000	8	Feb. & Aug.	"	1893	44
	1st Mort., s.f.(ass'd by LS&MS).	584,700	6	June & Dec.	Philadelphia.	1893		2d Mortgage	770,000	8	Jan. & July.	New York.	1889	
	2d Mortgage (")	225,000	8	"	Boston.	1890		1st Mort. (Gonia and Lansing)	81,000	8	May & Nov.	"	1880	
101	Colebrookdale:							2d Mort. (")	2,500,000	7	May & Nov.	New York.	1876	
98	1st Mort. guar. by Ph. and Rdg.	5,632,400	7	April & Oct.	New York.	1908		Detroit & Milwaukee (Gt. W. of Ca.):	1,000,000	8	"	"	1876	
98	1st Mortgage	3,895,000	7	Feb. & Aug.	"	1909		1st Mortgage (D. & M.R'y.)	626,924	7	Jan. & July.	"	1876	
94	Columbus, Chicago & Ind. Cent.:	461,000	7	"	"	1890		2d Mortgage	375,734	7	May & Nov.	"	1876	
99	1st Mortgage Consol. skg fund.	344,400	7	April & Oct.	"	1890		1st Funded Coup. (D. & M.R.R.)	150,000	7	April & Oct.	"	1876	
99	2d Mortgage skg fund.	194,100	7	Jan. & July.	"	1890		2d Funded Coup.	100,000	7	Jan. & July.	"	1876	
99	Income convertible	39,650	7	Feb. & Aug.	"	1890		1st Mort. (Detr. & Pontiac R.R.)	250,000	8	Feb. & Aug.	"	1846	
116	1st Mort. (Chic. and Gt. Eastern)	2,632,000	7	May & Nov.	"	1896		2d Mort. (")	110,000	7	March & Sept.	"	1886	
116	2d Mort. (")	821,000	10	Jan. & July.	"	1904		3d Mort. (")	1,702,317	6	Jan. & July.	"	1886	
84	1st Mort. (Cin. and Chl. Air-L.)	309,500	7	May & Nov.	"	1883		Bonds of Sept. 1, 1866						
84	1st M., s.f. (")	666,500	7	Jan. & July.	"	1882		Bonds of June 30, 1866						
	1st Mort. (Col. and Ind. Cent.)	554,500	7	Feb. & Aug.	"	1884		Detroit, Mon. & Tol. (L.Sh.&M.S.):	924,000	7	Feb. & Aug.	New York.	1876	101
	2d Mort. (")	74,024	7	Jan. & July.	"	1906		1st Mortgage Aug. 1, 1886	753,600	8	Jan. & July.	New York.	1889	101
107	1st Mort. (Col. & Ind.) 1st & 2d pref.	815,000	7	April & Oct.	New York.	1901		Dixon, Peoria and Hannibal:						
104	2d Mortgage (Ind. Central)	1,000,000	7	Feb. & Aug.	"	1900		1st Mort. guar. by C., B. and Q.	882,000	7	Jan. & July.	New York.	1883	105
90	1st Mort. (Tol., Loganap't & Bur.)	300,000	7	April & Oct.	New York.	1897		Dubaque and Sioux City:	450,000	7	Jan. & July.	New York.	1883	
90	Income (")	200,000	7	Jan. & July.	"	1880		Dubaque Southwestern:	78,580	7	April & Oct.	New York.	1883	
101	General Mortgage	634,000	7	Jan. & July.	"	1892		1st Mortgage, preferred						
102	Columbus and Xenia:							1st Mortgage	1,200,000	7	June & Dec.	New York.	1900	
91	1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890		1st Mortgage (gold)						
	Connecticut and Passumpsic Riv.:							Dutchess and Columbia:	1,500,000	7	Jan. & July.	New York.	1908	
	New Mortgage for \$1,500,000	370,500	7	Jan. 1, 1868	"	1890		1st Mortgage Jan. 1, 1868						
	Coupon sinking fund	289,500	6	1st Mort. endorsed by Alabama	Boston.	1893	95	East Alabama and Cincinnati:	400,000	8	Jan. & July.		1890	
	Coupon Notes	607,500	7	1st Mort. endorsed by Alabama	"	1876		1st Mort. endorsed by Alabama						
	1st Mort (Massawippi) guar. gold	400,000	6	1st Mortgage guar. by Pa. R.R.	"	1876	97	East Pennsylvania (Ph. & Rdg.):	140,000	7	Jan. & July.	Philadelphia.	1886	
	Connecticut River:							1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	103
	1st Mortgage skg fund	250,000	6	1st Mortgage, guaranteed	Boston.	1878		East Tennessee, Virginia & Ga.:						
	Connecticut Valley:							1st Mort. skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	91
	1st Mortgage	1,000,000	7	2d Mortgage	New York.	1901		2d Mortgage	190,000	4	"	"	1892-87	
	Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	
	1st Mortgage tax free	2,674,000	7	Endorsed Bonds (East T. & Va.)	N. Y. & Bos.	1900		Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	
	Connecting (Philadelphia):							Company Bonds (E.T. & Ga., old)	635,000	6	"	"	1880-86	
	1st Mort. ABCD & E \$200,000 each	921,000	6	Company Bonds (" new)	Philadelphia.	1234	100	Company Bonds (" new)	135,400	6	"	"	1876	
	Cooperstown and Susq. Valley:							Eastern (Mass.):						
	1st Mortgage	100,000	7	1st Mort. (Essex R.R.) assumed	New York.	1889		1st Mort. (Essex R.R.) assumed	194,400	6	Jan. & July.	Boston.	1876	
	Cowanesque Valley:							Loan of 1865	160,000	6	April & Oct.	"	1885	
	1st Mortgage, gold	95,000	7	Loan of 1867	New York.	1902		Loan of 1867	959,000	7	March & Sept.	"	1887	50
	2d Mortgage	100,000	7	Loan of 1868	"	1882		Loan of 1868	1,000,000	6	March & Sept.	"	1887-89	
	Cumberl'd & Penn. (Consol. Coal):							Loan of 1869	500,000	6	May & Nov.	"	1889	
	1st Mortgage	803,500	6	Ten year coupon notes	New York.	1891		Ten year coupon notes	1,163,000	7	"	"	1882	55
	2d Mortgage, sinking fund	648,000	6	Ten year coupon notes	"	1888		Sinking Fund Bonds	2,513,500	7	"	"	1883-84	56
	Cumberland Valley:							Sinking Fund Bonds	2,300,000	7	May & Nov.	"	1884	56
	1st Mortgage	161,000	8	Sinking Fund Bonds	Philadelphia.	1904		Sterling Sink. Fd. Bonds	2,378,048	6	March & Sept.	London.	1893	
	2d Mortgage	109,500	8	Eastern Shore (Md.):	"	1908		1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1880	
	Plain bonds	81,800	6	2d Mortgage	"	1884		2d Mortgage	200,000	6	April & Oct.	"	1886	
	Danbury and Norwalk:							Elizabethtown and Paducah:						
	Mortgage Bonds of 1850	100,000	7	1st Mortgage, convertible	New York.	1880		1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	
	Mortgage Bonds of 1870	200,000	7	Elmira and Williamsport (N. Cen.):	"	1890		Elmira and Williamsport (N. Cen.):						
	Mortgage Bonds of 1872	200,000	7	1st Mortgage guaranteed	"	1892		1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	102
	Danv., Hazleton & Wilkesbarre:							Income Mortgage guaranteed	570,000	6	April & Oct.	"	1892	62
	1st Mortgage	1,400,000	7	Income Mortgage guaranteed	Philadelphia.	1887	40	Erie Railway:						
	2d Mortgage	300,000	7	1st Mortgage, extended	"	1885		1st Mortgage, extended	2,483,000	7	May & Nov.	New York.	1897	111
	Danv., Urb., Bloom'gton & Pekin:							2d Mortgage	2,174,000	7	March & Sept.	"	1879	101
	1st Mortgage	2,000,000	7	3d Mortgage	New York.	1909		3d Mortgage	4,852,000	7	"	"	1883	102
	Davenport and St. Paul:							4th Mortgage convertible	2,937,000	7	April & Oct.	"	1880	100
	1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7	5th Mortgage convertible	New York.	1911		5th Mortgage convertible	709,500	7	June and Dec.	"	1883	103
	Dayton and Michigan (C.H. & D.):							Buffalo Branch 1st mortgage	182,800	7	Jan. & July.	"	1891	
	1st Mortgage sinking fund guar.	1,855,000	7	Sterling loan (\$1,600,000) conv.	New York.	1881		Sterling loan (\$1,600,000) conv.	4,580,000	6	March & Sept.	London.	1876	
	2d Mortgage, guar.	441,000	7	1st Consol Mort. for \$30,000,000	"	1884		1st Consol Mort. for \$30,000,000	12,076,000	7	"	N.Y. & London.	1920	
	3d Mortgage, guar.	355,000	7	2a Consol Mort. for \$40,000,000	"	1888		2a Consol Mort. for \$40,000,000	14,400,000	7	June and Dec.	London.	1894	
	Toledo Depot bonds guar.	105,500	7	Convertible bonds	"	1886-94		Convertible bonds	10,000,000	7	J. A. J. and O.	London.	1903	
	Dayton and Union:							Erie and Pittsburg (Penn.):						
	1st Mortgage, registered	140,000	7	1st Mortgage	New York.	1879		1st Mortgage	292,200	7	Jan. & July.	New York.	1882	
	2d Mortgage	135,000	7	2d Mortgage	"	1879		2d Mortgage	92,800	7	April & Oct.	"	1890	
	Income Bonds	252,445	6	Consolidated Mortgage	"	1879		Consolidated Mortgage	2,192,000	7	Jan. & July.	"	1892	
	Dayton and Western (L. M. R.R.):							Equipment Mortgage	750,000	7	April & Oct.	"	1890	
	1st Mortgage (assumed)	142,000	7	European & N. American (Mc. M.):	New York.	1881		European & N. American (Mc. M.):						
	1st Mortgage (")	495,000	8	Bangor City Bonds (1st m. 55 m.)	"	1905		Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N.Y. & Lond.	1894	
	Decatur, Sullivan and Mattoon:							1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6	March & Sept.	"	1899	
	1st Mortgage	500,000	8	New Mortgage for \$6,000,000	New York.	1901		New Mortgage for \$6,000,000						
	Delaware (P. W. and Balt.):							Kranville and Crawfordville:						
	1st Mortgage, guar.	650,000	6	1st Mortgage (61 miles) skg. fund	Philadelphia.	1885		1st Mortgage (61 miles) skg. fund	302,000	7	Jan. & July.	New York.	1887	
	1st Mortgage extension	100,000	6	1st Mortgage (109 m.)	"	1880		1st Mortgage (109 m.)	636,000	7	May & Nov.	"	1887	
	Delaware State Loan	170,000	6	1st Mort. (Rockville Extension).	"	1876		1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	"	1880	
	Delaware, Lackawan. & Western:							Kranville, Terre Haute & Chl.:						
	2d Mortgage	1,633,000	7	1st Mortgage, gold	New York.	1881	105	1st Mortgage, gold	775,000	7	May & Nov.	New York.	1900	
	Convertible Bonds	2,800,000	7	1st Mortgage	"	1892	113	1st Mortgage						
	2d Mort. (Lack. & Bloomsburg)	500,000	7	1st Mortgage	"	1880		1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	
	1st M. Ext. (")	400,000	7	1st Mortgage	"	1885		1st Mortgage						
	2d M. Ext. (")	200,000	7	1st Mortgage	"	1890		1st Mortgage						
	Denver & Boulder Val. (Den. Pac):							Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	112
	1st Mortgage	550,000	7	Flint and Pere Marquette:	Kansas City.	1900		Flint and Pere Marquette:						
	Denver-Pacific:							1st Mort. Land Gr. (3d series)	2,210,000	8	March & Sept.	New York.	1888	
	1st Mortgage gold, land grant	2,483,000	7	Flint & Holly S. F. (\$25,000 p.y.)	New York.	1899		Flint & Holly S. F. (\$25,000 p.y.)	425,000	10	May & Nov.	"	1888	
	1st Mort. gold, skg fund tax free	3,024,500	7	1st Mort. (B.C. & E. Sag. guar.	"			1st Mort. (B.C. & E. Sag. guar.	100,000	10	Jan. & July.	Newark.	1882	
	1st Mort. gold, skg fund tax free							Bay County Bonds (guar.)	75,000	10	March & Sept.	New York.	1887	
	1st Mort. gold, skg fund tax free							1st Mort. skg. fd. (H. & W. Mon.)	1,000,000	8	Jan. & July.	"	1901	
	1st Mort. gold, skg fund tax free							Consolidated Sinking Fund	1,771,000	8	May & Nov.	"	1902	
	1st Mort. gold, skg fund tax free							Construction Loan	280,400	6	Jan. & July.	"	1876	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:													
1st Mortgage conv. gold.....	2,800,000	7	Jan. & July.	N. Y. & Lond.	1889	....	Huntingdon and Broad Top Mt.:						
Flushing, North Side and Central:							1st Mortgage gold.....	416,000	7	April & Oct.	Philadelphia	1890	110
1st Mort. (Flushing & N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....	2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	104
1st Mort. (Central of L. I.)	1,275,000	7	"	"	1889	....	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1895	60
1st Mort. (Cent. R. R. Ext'n.)	200,000	7	May and Nov.	"	1903	....	Illinois Central:						
1st Mort. (North Shore)	135,000	7	Feb. & Aug.	"	1887	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Loan.....	1,500,000	6	.....	London.	.....	....	General Mortgage for \$15,000,000	2,500,000	6	"	London.	1895	....
Fonda, Johnsto'n & Gloverville:							Sterling Bonds, Sinking Fund..	4,792,000	5	"	"	1903	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	Illinois Grand Trunk (C.B. & Q.):						
Fort Wayne, Jackson & Baginaw:							1st Mortgage guaranteed.....	933,000	8	April & Oct.	Boston.	1890	106
1st Mortgage, traffic guarantee.	1,500,000	8	Jan. & July.	New York.	1889	....	Indiana and Illinois Central:						
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	1st Mortgage gold.....	3,500,000	7	Jan. & July.	New York.	1901	....
Fort Wayne, Muncie & Cin.:							Indiana North and South:						
1st Mortgage.....	1,800,000	7	April & Oct.	Boston.	1899	....	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7	March & Sept.	New York.	1903	....
2d Mortgage.....	500,000	8	"	"	1896	....	Indianapolis, Blooming. & West:						
Framingham and Lowell:							1st Mortgage gold.....	5,000,000	7	April & Oct.	New York.	1909	35
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	90	1st Mortgage Extension gold...	5,500,000	7	Jan. & July.	"	1912	....
2d Mortgage.....	150,000	8	"	"	1883	89	2d Mortgage.....	1,500,000	8	"	"	1890	11
Frederick and Pennsylvania Line:							Indianapolis and Madison:						
1st Mortgage gold.....	150,000	6	April & Oct.	Baltimore.	1901	....	1st Mort. assumed by J.M. & L.	397,000	7	May & Nov.	New York.	1881	....
Fremont, Elkhorn & Mo.(S.C.&P.):							Indianapolis & Vincennes:						
1st Mortgage.....	690,000	7	April & Oct.	.....	1901	....	1st Mortgage guar. by Pa. Co....	1,700,000	7	Feb. & Aug.	New York.	1908	76
Galena & Chic. Union (C.&N.W.):							2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	"	1900	....
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	106	International and Gt. Northern:						
2d Mortgage.....	43,000	7	May & Nov.	"	1875	102	1st Mortgage s.f. (Intern. R.R.)	3,040,000	7	April & Oct.	New York.	1911	70
Galv., Harrisburg & San Antonio:							Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	1,700,000	6	Feb. & Aug.	Lond. or Bost.	1910	....	1st Mortgage (Hous. & Gt.N.R.R.)	4,211,000	7	Jan. & July.	"	1900	68
Galveston, Houston & Henderson:							Convert. B'ds.....	1,677,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	1,493,000	7	Jan. & July.	New York.	1890	82	Indianapolis, Cin. and Lafayette:						
Geneva, Ithaca and Athens:							1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage, s.f. fd., guar.	600,080	7	Jan. and July.	New York.	1890	....	1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
Georgia (and Banking):							Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	75-'83	....
Company bonds (debentures)....	664,500	7	Jan. & July.	Augusta	75-'90	....	Equipment Bonds, registered....	375,000	10	"	"	1883	86
Ullman, Clinton & Springfield:							1st Mort. (Ind'polis & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1896	....	Bonds to State of Kentucky.....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold..	4,083,000	6*	June & Dec.	"	1896	....	1st Mortgage for Cincinnati Br..	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66 m. & 3,000,000a)	5,411,000	7*	May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for \$1,000,000.....	878,000	8	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres).....	187,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold....	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1880	....	1st Mort. (Louisville & Frankf't)	39,000	6	"	"	'73-'78	....
2d Mort. (") gold.....	1,500,000	7*	March & Sept.	"	1886	....	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....	Louisville and Nashville:						
3d Mortgage (Income).....	4,276,350	7	March & Sept.	N. Y. L. & F.	1916	....	1st Mortgage (main line 185 m.)..	176,000	7	Jan. & July.	New York.	1876	....
Kent County (Del.)							1st Mortgage (Memp Br. 46.37 m.)..	47,000	7	May & Nov.	Louisville.	1875	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2 m.)..	88,000	7	"	"	'80-'85	....
Kentucky Central:							1st Mort. (Memphis and Ohio)....	3,500,000	7	June & Dec.	New York.	1901	....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memp. & Clarksv. Br.)..	2,426,000	6*	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$5,000,000 (392 m.)..	6,984,000	7	April & Oct.	"	1898	92
Keokuk and Des Moines:							Louisville Loan.....	849,000	6	"	"	'86-'87	....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)..	225,000	6	May & Nov.	"	1886	....
Funded Interest.....	254,300	8	"	"	1884	....	Louisv. Loan (Leb. Br. Exten.)..	333,000	6	April & Oct.	Louisville.	1893	....
Keokuk and St. Paul (C.B. & Q.):							Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage traffic guar.....	864,000	8	April & Oct.	Boston.	1879	105	1st Mortgage gold, \$25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
La Crosse, Trempealeau & Prescott:							1st Mortgage end by Ga. R. R....	300,000	7	Jan. & July.	New York.	1877	....
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877	....	1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
Laf. Blooming. & Miss. (T.W. & W.):							Construct. Mort. end by Ga. R.R.	370,000	7	"	"	1879	....
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	70	Macon and Brunswick:						
Laf. Muncie & Bloom. (T.W. & W.):							1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. (")	600,000	7	May & Nov.	"	1905	....
Lake Erie and Louisville:							2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	....	Madison and Portage:						
Lake Ontario Shore:							1st Mort., guar. by Chl. and Sup.	600,000	7	April & Oct.	New York.	1890	....
1st Mortgage (\$20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....	Maine Central:						
Lake Shore & Michigan South'n:							Consolidated Mortgage.....	928,300	6	April & Oct.	Boston.	1912	95
Sinking Fund Mortgage.....	1,198,000	7	April & Oct.	New York.	1879	....	\$1,110,000 Loan, tax free.....	756,980	6	Jan. & July.	"	1898	91
Consol. Mort., S.F., Reg'd'd....	6,115,000	7	J. A. J. & O.	"	1900	104	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
Consol. Mort., S.F., Coup't....	8,471,000	7	Jan. & July.	"	1900	107	1st Mort. (Belfast & Moosehead)	150,000	7*	May & Nov.	Belfast & Bos.	1890	....
2d Consol. Mort. for \$25,000,000..	3,529,000	7	June & Dec.	"	1903	97	\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Jan. and July.	Boston.	'90-'91	98
Bonds of 1882 (Reg. & Coupon)	1,442,000	7	April & Oct.	"	1882	....	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Lake Shore Dividend Bonds:							Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1895	....
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1880	105	2d Mort. (Somerset & Kennebec)	280,800	6	June & Dec.	"	1876	....
3d Mort. (")	1,000,000	7	April & Oct.	"	1892	103	1st Mort. (Leeds & Farn'gton)	633,000	6	Jan. & July.	"	1901	....
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7	May & Nov.	"	1885	110	Bath (Androscooggin) Loan.....	425,000	8	"	"	1891	....
2d Mort. (")	2,692,000	7	"	"	1877	104	Mansfield & Framing. (B.C. & F.):						
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	107	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	95
2d Mort. (")	849,000	7	April & Oct.	"	1886	103	Marquette and Cincinnati:						
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
Mort. Bonds (")	300,000	7	March & Sept.	"	1886	....	2d Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	107
Mort. Bonds (")	2,850,000	7	April & Oct.	"	1898	105	3d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	95
1st M. (Det'r, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1876	101	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	88	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	Marquette, Pittsburg & Cleveland:						
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	"	"	1888	97	Marquette, Houghton & Ontonagon:						
1st M. (Jamestown & Franklin)	460,000	7	"	"	var	....	1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	....
2d M. (")	500,000	7	June & Dec.	"	1894	....	1st Mort. (Houghton and Ont.)..	2,000,000	8	Jan. & July.	"	1892	....
Lake Shore & Tuscarawas Valley:							Consolidated Mortgage.....	1,454,000	8-10	Various.	"	'92-'03	....
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	Massachusetts Valley (C. & P. R.):						
2d Mortgage, for \$1,000,000.....	696,000	7	"	"	1892	....	1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1876	90
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	Maryland and Delaware:						
Lake Superior & Mississippi:							1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	43	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	Massillon & Cleve. (C.M. V. & D.):						
Income Bonds.....	3,200,000	10	"	"	1902	....	1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Lawrence (P. Ft. W. & Chl.):							Mayville and Lexington:						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1896	....	1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Leavenworth, Atch. & N. West'n:							Memphis and Charleston:						
1st Mort. guar. by Pac. of Mo....	500,000	7	April & Oct.	New York.	1899	....	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
Leaven., Lawrence & Galveston:							2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. skg fund conv. gold..	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	19	Tennessee State Loan.....	1,814,142	6	"	"	....	....
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	Income Bonds.....	600,000	10	March & Sept.	"	'73-'78	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....	Memphis and Little Rock:						
Lehigh and Lackawanna:							1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1890	....
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	2d Mortgage.....	1,000,000	8	"	"	....	....
Lehigh Valley:							Michigan Air Line (Mich. Cent.):						
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	106	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	....
1st Mortgage (") reg'd....	6,000,000	6	"	"	1898	107	Michigan Central:						
2d Mortgage for \$6,000,000.....	6,000,000	7	March & Sept.	"	1910	110	1st Mortgage, convertible.....	558,000	8	April & Oct.	Boston.	1882	....
General Mort. for \$40,000,000..	6,000,000	6*	June & Dec.	"	1923	101	1st Mortgage sinking fund conv.	1,517,000	8	"	"	1882	111
Lewish. Centre & Spruce C. (P. & E.):							Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	103
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....	1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	94
Lexington & St. Louis (A. & P.):							Equipment Bonds for \$800,000..	600,000	8	Apr. and Oct.	N. Y. & Bos.	1883
1st Mortgage gold.....	1,000,000												

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (Nor. Pacific)	\$ 700,000	7*	Jan. & July.	New York.	1911	....	N.O. Jack. & Gt. N. (N.O. St. L. & C.):	\$ 3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed..	20,000 pm	7*	Jan. & July.	Detroit.	1890	....	1st Mortgage.....	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western:							2d Mortgage for \$3,000,000.....	3,000,000	7*	Jan. & July.	"	1912	....
1st Mort. gold, skg fd & tax free	1,012,500	7	May & Nov.	New York.	1886	....	Consol. Mort. for \$3,000,000.....	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
Mississippi Cent. (N.O. St. L. & Chi.):	2,000,000	8	Feb. & Aug.	"	1886	....	New Orleans, Mobile and Texas:	7,250,000	7*	Jan. & July.	New York.	1915	....
1st Mortgage.....	3,708,500	7*	May & Nov.	"	1912	....	1st Mort. (Mobile to N. Orleans)	4,000,000	8	"	"	1915	....
2d Mortgage.....							2d Mort. (N. Orleans to Texas)	2,825,000	8	"	"	1915	....
General Mort. for \$8,000,000 gold	2,940,000	7*	Jan. & July.	.....	1900	....	2d Mort. endorsed by Louisiana.						
Mississippi, Ouachita & Red Riv.:							New York, Boston and Montreal:						
1st Mortgage gold.....							1st Mortgage for \$12,250,000.....	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	....
Mississippi and Tennessee:							New York & Canada (D. & H. C.):						
1st Mortgage.....	680,000	7	April & Oct.	Memphis.	1876	....	1st Mort. for \$200,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
Consolidated Mortgage.....	1,254,000	8	Jan. & July.	"	1913	....	New York Central & Hudson R.						
Tennessee State Loan.....	430,647	6	.....	.....	.....	....	Debt Certificates (N. Y. Cent.)	5,636,626	6	May & Nov.	New York.	1883	105
Mississippi Valley and Western:							Bonds for debts aem'd (N. Y. C.)	1,514,000	7	Feb. & Aug.	"	1876	103
1st Mortgage \$20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for B. & N. F. stk (")	74,500	6	May & Nov.	"	1883	....
Missouri, Iowa and Nebraska:							Bonds for R. R. Stocks (")	592,000	6	"	"	1883	102
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....	Bonds for Real Estate (")	162,000	6	"	"	1883	102
Missouri, Kansas and Texas:							Bonds of 1854 renewed (")	2,431,000	6	June & Dec.	"	1887	105
1st Mort. (U. Pac. S. Br.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	....	2d Mort. (Hudson River) S. F. F.	1,794,000	7	"	"	1885	112
1st Mort. (Tebo & Neesho) S. F.	362,000	7*	June & Dec.	"	1903	....	Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	"	1891	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	59	1st Mort., coup. } for \$30,000,000	3,904,000	7	Jan. & July.	"	1903	121
Additional Consol. Mort.....	2,500,000	7	"	"	1905	....	1st Mort., reg'd }	9,733,333	6*	"	London.	1903	....
Further Add. Consol. Mort.....	600,000	7	"	"	1906	....	1st Mort. Sterling for £2,000,000						
Missouri River, Ft. Scott & Gulf:							New York and Harlem:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	55	Consolidated Mortgage of 1863..	103,000	6	Feb. & Aug.	New York.	1893	....
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	....	Sinking Fund Mortgage of 1861.	108,899	7	Jan. & July.	"	1881	....
Mobile and Girard.....							Consol. Mort. of 1872, coupon. }	6,822,000	7	May & Nov.	"	1900	121
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....	Consol. Mort. of 1872, reg'd }		7	"	"	1900	120
2d Mortgage.....	300,000	8	"	New York.	1889	....	N. York, Housatonic & Northern:						
Plain bonds.....	33,500	8	"	Savannah.	1887	....	1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	....
Mobile and Montgomery:							New York, Kingston & Syracuse:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	1st Mort. for \$4,000,000.....	2,500,000	7*	Jan. & July.	New York.	1902	..
2d Mortgage.....	800,000	8	"	"	1900	....	New York, N. Haven & Hartford:						
Mobile and Ohio:							1st Mort. (Harlem & Portchester)	1,000,000	7	.....	New York.	1903	....
1st Mortgage Sterling.....	5,690,000	6*	May & Nov.	Mob. & Lond.	1883	....	New York and Oswego Midland:						
Interest bonds.....	1,524,300	8	"	Mobile.	1876	....	1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
Sterling Interest bonds.....	769,920	6*	"	London.	1883	....	2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
Tennessee Substitution Bonds..	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....	2d Mortgage non-convertible.....	1,500,000	7	"	"	1896	....
Special Mort. (Gainesville Br.)	63,000	8	May & Nov.	Mobile.	1877	....	3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
2d Mortgage.....	1,453,858	8	March.	"	1877	....	1st Mort., (West. Extension).....	2,425,000	7	.....	"	....	....
Consol. Mort. for \$15,000,000.....	977,550	8	Jan. & July.	N.Y. & Lond.	1904	....	Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
Convertible 3 per cent. bonds.....							New York, Providence & Boston:						
Montclair (N. Y. and O. Mid.):							1st Mortgage.....	76,000	6	Feb. & Aug.	New York.	1878	....
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....	Improvement Bonds.....	100,000	7	Jan. & July.	"	1876	....
2d Mortgage.....	780,000	7	"	"	....	....	Extension Bonds.....	250,000	6	May & Nov.	"	1878	....
Income Mortgage.....	888,400	7	"	"	....	....	General Mort. for \$1,000,000.....	837,000	7	Jan. & July.	"	1899	....
Montgomery and Erie (Erie):							Norfolk & Petersburg (A.M. & O.):						
1st Mortgage.....	127,000	7	May & Nov.	New York.	1888	....	1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	....
2d ".....	47,000	7	April & Oct.	"	1887	....	1st Mortgage.....	157,000	7	"	"	1877	....
Montgomery and Eufaula:							2d Mortgage.....	488,000	8	"	Norfolk.	1893	....
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	North Carolina:						
1st Mortgage not endorsed.....	330,000	8	June and Dec.	"	1900	....	1st Mortgage.....	375,000	8	May & Nov.	Co's Shops, N.C.	1878	....
Monticello and Port Jervis:							North Eastern (S. Car.):						
1st Mortgage gold, tax free.....	800,000	7*	J. A. J. & O.	New York.	1890	....	1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
Morris and Essex (D. L. & W.):							2d Mortgage.....	226,600	8	"	"	1899	....
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	119	North Missouri (St. L., K. C. & N.):						
2d Mortgage guar.....	3,000,000	7	Feb. & Aug.	"	1891	110	1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	96
Convertible bonds.....	384,800	7	Jan. & July.	"	1900	109	North Pennsylvania:						
Construction bonds.....	673,000	7	Feb. and Aug.	"	1889	103	1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	105
Gen'l M. (lat on Boonton Br.) gr.	4,821,000	7	April & Oct.	"	1901	104	2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	108
Special Mortgage.....	1,029,000	7	"	"	1915	107	Chattel Mortgage.....	300,000	10	April & Oct.	"	1877	103
Consol. mort. for \$25,000,000 guar	3,000,000	7	June & Dec.	"	1915	107	General Mortgage.....	436,500	7	Jan. & July.	"	1903	104
Nashville, Chattanooga & St. Louis:							North Shore (Flush., N.S. & Cent):						
1st Mort. endorsed by Tenn.....	1,450,000	6	Jan. & July.	New York.	1874	82	1st Mortgage.....	155,000	7	Feb. & Aug.	New York.	1887	....
2d Mort. (Government Subsidy)	1,000,000	4	"	"	1913	....	Northern Central:						
New Mortgage.....	5,800,000	7	"	"	1913	....	1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
Nashville and Decatur (L. & Nash.):							2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	102
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	89	3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	103
2d Mortgage gold.....	500,000	6*	April & Oct.	Nashville.	1887	....	3d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	100
Naugatuck:							Income conv. coupon.....	1,000,000	7	April & Oct.	Harrisburg.	1880	....
1st Mortgage.....	102,000	7	Jan. & July.	Bridgeport.	1876	....	Income coupon.....	3,000,000	7	Jan. & July.	"	1922	70
Newark & New York (C. of N. J.):							Consol. Mort. coupon.....	2,599,000	6*	"	Baltimore.	1900	102
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....	Consol. Mort. registered.....	205,000	6*	April & Oct.	"	1900	....
Newark, Somerset & Strataville:							Consol. General Mort. S. F.....	2,964,000	6*	Jan. & July.	Lond. & Balt.	1904	....
1st Mortgage gold.....	890,000	7*	May & Nov.	New York.	1899	103	Northern New Jersey (Erie):						
New Bedford:							1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey City.	1878	....
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98	1st Mort. on R.R. & lands gold..	30,097,600	7.3*	Jan. & July.	New York.	1900	17
New Issue for \$360,000.....	400,000	7	"	"	1894	106	Northwestern Virginia:						
New Haven and Derby:							3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	100
1st Mortgage.....	525,000	7	Various.	New Haven.	1880	....	Northwestern Union (C. & N.W.):						
New H. Middle'n & Willman:							1st Mortgage.....	3,500,000	7*	.....	New York.	....	....
1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....	Norwich & Worcester (B.H. & E.):						
2d Mortgage.....	2,000,000	7	.....	"	1881	....	1st Mort. Mass. Loan, skg. fd...	400,000	6*	Jan. & July.	Boston.	1877	....
New Haven and Northampton:							Construct' on Bonds.....	150,000	7	"	"	1877	....
1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	Nyaek and Northern:						
Convertible bonds, tax free.....	750,000	6	April & Oct.	"	1890	82	1st						

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:							Philadelphia, Wilmington & Balt:						
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1876	102	Mortgage Loan, convertible	290,000	6	Jan. & July.	Phila. & Bost.	1884	101 1/2
Plain Bonds	32,000	6	"	"	1884	99	Loan of 1886	161,000	6	April & Oct.	"	1876	....
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101 1/2	Loan of 1887	1,000,000	6	"	"	1887	101 1/2
New Bonds for \$3,000,000	1,692,000	7	March & Sept.	"	1894	111	Loan of 1872	700,000	6	"	"	1892	....
Cape Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1881	105 1/2	Loan of 1875	639,000	6	"	"	1900	....
Omaha and Northwestern:							Pickering Valley (Phila. & Rdg):						
1st Mort. Land Grant, Gold	16,000 pm	7 3/4	Jan. & July.	New York.	1901	....	1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	....
Omaha and Southwestern:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage \$20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	90	1st Mort. (Col. & Newark Div.) ..	775,000	7	Jan. & July.	Philadelphia.	1890	....
Orange, Alex. and Manassas—							1st Mort. (Steub. & Ind.) conv. ..	3,000,000	6	Monthly.	New York.	1884	81
See Wash. C., Va. Mid. & Gt. So.							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	85
Oregon and California:							Consolidated 2d Mortgage	5,000,000	7	April & Oct.	"	1913	....
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.	....	....	Pittsburg, Ft. Wayne & Chicago:						
Osgo Valley & Southern Kansas:							1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	118 1/2
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series B)	875,000	7	Feb. & Aug.	"	1912	....
Oshkosh & Miss. (C., M. & S. P.):							1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	....
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
Oswego and Rome (R. W. & O.):							1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	....
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series F)	875,000	7	June & Dec.	"	1912	....
Income Mortgage	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series G)	860,000	7	Jan. & July.	"	1912	109 1/2
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series H)	860,000	7	Feb. & Aug.	"	1912	....
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series I)	860,000	7	March & Sept.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series K)	860,000	7	April & Oct.	"	1912	....
1st Mortgage guar. by C., R. & Q.	1,131,000	8	Jan. & July.	N. Y. & Bost.	1900	106	2d Mortgage (Series L)	860,000	7	May & Nov.	"	1912	....
Owensboro' and Russellville.							2d Mortgage (Series M)	860,000	7	June & Dec.	"	1912	....
1st Mortgage for \$1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....	3d Mortgage	2,000,000	7	April & Oct.	"	1912	105
Pacific of Missouri (Atl. & Pac.):							Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	90	Equipment bonds	1,000,000	8	March & Sept.	"	1884	....
2d Mortgage sinking fund	2,804,000	7	Jan. & July.	"	1891	78	Pittsburg, Va. and Charleston:						
Income Bonds	1,500,000	7	Mar. and Sept.	"	1892	....	1st Mortgage	700,000	7	April & Oct.	New York.	1902	....
St. Louis County Debt	700,690	7	Monthly.	St. Louis.	1886	....	Pittsburg, Wash'gton & Baltimore:						
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....	1st Mort. (Pittsb. & Conn'sville)	4,000,000	7	Jan. & July.	Baltimore.	1898	104
1st Mort. (Carondelet Branch) ..	500,000	6*	April & Oct.	"	1893	....	2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Leav., Atch. & N. W.)	500,000	7	"	"	1889	....	1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
1st Mort. (Lex. & St. Louis) gold	900,000	6*	June & Dec.	"	1899	....	Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	....
Paducah and Memphis:							Plymouth, Kankakee & Pacific:						
1st Mortgage gold for \$2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....	1st Mortgage for \$3,600,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Panama:							Port Huron and Lake Michigan:						
General Mortgage, stg £597,800.	2,889,330	7*	April & Oct.	London.	1897	....	1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1899	....
Paris and Decatur:							Portland & Ogdensburg (Me. & N. H.):						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....	1st Mort. (Maine Section) gold ..	800,000	6*	Jan. & July.	Boston.	1900	....
Paterson and Newark (Erie):							Consol. Mort. gold, for \$3,300,000	249,000	6*	May & Nov.	"	1901	50 1/2
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....	Portland and Ogdensburg (Vt.):						
Pekin, Linc. & Decatur (T. W. & W.):							1st Mortgage gold, for \$2,300,000	1,300,000	6*	May & Nov.	N. Y. & Bost.	1891	46
1st Mortgage, guaranteed	1,078,000	7	Feb. & Aug.	New York.	1900	60	Portland and Oxford Central:						
Pemberton & Hights (U. C. of N. J.):							1st Mortgage of 1893	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage, guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	100	Portland and Rochester:						
Peninsular (Mich.) Railway:							1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage gold (S. F.) 1st series	1,800,000	7*	May & Nov.	N. Y. or Lond.	1899	....	1st Mortgage (equal lien)	100,000	7	April & Oct.	"	1887	....
1st Mortgage gold (S. F.) 2d series	979,000	7*	"	"	1900	....	2d Mort. (Portland Loan)	395,500	6	Mar. & Sept.	"	1891	....
Pennsylvania:							Port Royal (S. C.):						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	105	1st Mortgage gold, skg fd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
General Mortgage	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	105 1/2	1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	"	"	1889	....
General Mortgage, registered ..	29,250,000	6*	Jan. & July.	London.	1905	99 1/2	Portsmouth, Gt. Falls & Conway:						
Consolidated Mortgage	5,007,360	5	April & Oct.	Philadelphia.	1776-90	....	1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	65
State lien for \$7,500,000, skg fd							Poughkeepsie and Eastern:						
Pennsylvania Coal:							1st Mort. gold, conv. & tax free ..	644,500	7*	Jan. & July.	New York.	1910	....
1st Mortgage	487,500	7	Feb. and Aug.	New York.	1881	....	2d Mortgage	78,000	7	"	"	....	....
Pennsylvania and Delaware:							Providence and Worcester:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	1st Mortgage	500,000	6	Jan. & July.	Providence.	1890	....
2d Mortgage	519,000	7	April & Oct.	"	1903	....	Stoughton Branch bonds	1,000,000	6	"	"	....	....
Pennsylvania & New York (L. V.):							Quincy, Alton and St. Louis:						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	108 1/2	1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
1st Mortgage guaranteed	1,500,000	7	"	"	1906	....	Quincy and Palmyra:						
Peoria & Bureau Val (C. R. I. & P.):							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....	Quincy and Toledo (T. W. & W.):						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	50
1st Mortgage, traffic guarantee ..	571,000	8	Jan. & July.	Boston.	1878	104	Quincy & Warsaw (C. B. & Q.):						
Peoria, Pekin and Jacksonville:							1st Mortgage, guaranteed	756,000	8	Jan. & July.	Boston.	1890	105 1/2
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....	Reading and Columbia (P. & R.):						
2d Mort. conv. & tax free	1,000,000	7	April & Oct.	"	1900	....	1st Mort., Coupon, guaranteed ..	650,000	7	March & Sept.	New York.	1882	95
Peoria and Rock Island:							2d Mort., Coupon, guaranteed ..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. gold, conv. & tax free ..	1,500,000	7*	Feb. & Aug.	N. Y. & Lond.	1900	....	Rensselaer and Saratoga:						
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....	2d Mortgage	300,000	7	Jan. & July.	Troy.	1890	120
Perkloven (Phila. and Rdg):							3d Mortgage	150,000	7	"	"	1887	....
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	87	1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
Petersburg:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	"	1890	....
1st Mortgage (Installments)	341,500	8	Jan. & July.	New York.	79-198	....	1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	"	1894	....
2d Mortgage	500,000	8	"	"	1902	....	Consol. Mort. for \$2,000,000	1,925,000	7	May and Nov.	"	1921	92
Philadelphia and Baltimore Cent:							Richmond and Danville:						
1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Virginia State Loan, skg fund ..	600,000	6	Jan. & July.	Richmond.	1880	....
1st Mortgage (Md. Div. 9 1/2 m.) ..	300,000	6	"	"	1891	....	Virginia State guar. bonds	157,800	6	"	"	1878	....
2d Mortgage (Pa. & Md. 46 m.) ..	400,000	7	"	"	1900	....	1st Mort. (Peidmont Branch) ..	500,000	8	"	"	1888	....
Philadelphia and Erie (Penn.):							1st Mort. (Northwestern, N. C.)	500,000	6 1/2	April & Oct.	N. Y. or Rich.	....	....
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	102 1/2	Consolidated Mortgage	1,766,000					

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	346,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,486,333	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	897,000	7	" " "	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	"	1902	....
2d Mort. (" ").....	17,500	6	" " "	"	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island)...	115,000	6	June & Dec.	"	1876	....	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	75,000	6	Jan. & July.	"	'80-'92	....
1st Mort. (E. D.) gold tax free...	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M. (W. D.) land grant, g'd tax fr	5,500,000	8*	" " "	"	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort. " " "	200,000	7	" " "	"	1889	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1884	....
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	116	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1888	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	"	1894	110	South and North Alabama.						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	91 1/2	1st Mort., endor. by Ala. gold...	391,000	5*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	Sterling Mort., guar. by L. & N.	2,100,000	...	May & Nov.	London.	....	....
2d Mortgage Income (Series E)	1,700,000	7	" " "	"	1884	73	South Pacific (Atl. and Pac.):						
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	1st Mortgage gold, assumed....	7,188,500	6*	Jan. & July.	New York.	1888	67 1/2
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	100	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81	99 1/2
2d Mort. (" ").....	6,000,000	7*	May & Nov.	"	1897	77	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	"	1897	....	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort. (Calo, Ark. & Tex.)	1,500,000	7*	" " "	"	1897	....	2d preferred bonds.....	621,000	6	" " "	"	'84-'90	....
Consolidated Mortgage.....	1,500,000	7	" " "	"	1899	....	3d preferred bonds.....	452,800	6	" " "	"	'84-'90	....
St. Louis, Jacksonville & Chicago:							Southern Central (N.Y.):						
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv....	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	....	2d Mortgage.....	600,000	7*	March & Sept.	"	1882	108
St. Louis, Kansas City & North:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	88 1/2	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Real estate & 2d M. for \$3,000,000	998,000	7	March & Sept.	"	1899	....	Southern of L. L.						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	2d Mort., Slink. Fund.....	1,500,000	7	May & Nov.	"	....	80
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	" " "	"	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st Mort. (Evans, Hen. & Nash.)	1,000,000	7	Jan. & July.	"	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,900,000	7	Feb. & Aug.	"	1902	....	1st Mortgage gold for \$28,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	" " "	"	1880	....
2d Mortgage (B.) convertible.....	1,000,000	7	" " "	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Iowa Southwestern:							1st Mortgage (Muscoogee) conv..	300,000	7	" " "	"	'72-'76	....
1st Mortgage.....	4,500,000	7*	May & Nov.	....	1903	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	" " "	"	1879	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	"	1892	....	Springfield, Athol & Northeastern:						
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	Springfield & Illinois S. Eastern:						
2d M. (do.) R.R. & Lands.	8,500,000	7*	" " "	"	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
General Mortgage for \$15,000,000	....	7*	" " "	"	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund....	500,000	7*	Feb. & Aug.	New York.	1901	....
Salem (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Salem and Lowell (B. & L.):							Stanstead, Shefford and Chambly:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	96	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	43
Sand, Mansfield & Newark (B. & O.)							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	101 1/2	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Saratoga & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Summit Branch:						
Savannah and Charleston:							1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	85
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Sunbury and Lewiston:						
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Funded Interest bonds, guar.	111,800	7	" " "	New York.	1889	....	Income Mort. gold.....	200,000	6*	" " "	"	1891	....
Savannah, Griffin & North Ala.:							Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage for \$500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	" " "	New York.	....	....
Savannah and Memphis:							Syracuse, Bing. & N.Y. (DL & W):						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Susq. (D. & H. Can.):							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Schoolcraft & Three R. (LS & MS):							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Tebos and Neosho (M. K. & T.):						
Seaboard and Roanoke:							1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Terre Haute & Indianapolis:						
Selma and Gulf:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Bonds of 1873 for \$1,600,000....	516,000	7	" " "	"	1894	....
Selma, Marion and Memphis:							Texas and Pacific:						
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Selma, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,350,000	7	Jan. and July.	....	1906	60 1/2
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	" " "	"	1881	....	1st Mortgage (Eastern Div.)....	1,600,000	7	June & Dec.	New York.	1894	83
Shamokin Valley & Pottav. (N.C.):							1st Mortgage (Western Div.)....	1,800,000	7	Feb. and Aug.	"	1896	80
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	101 1/2	2d Mort. conv. (").....	1,300,000	7	April & Oct.	"	1886	45
Shoebogyan and Fond du Lac:							Equipment Mort. sinking fund....	94,000	8	Jan. & July.	"	1879	....

AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$						Western Maryland:	\$					
1st Mortgage skg fund, guar....	89,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	90
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	104
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " " " "	300,000	6	"	"	1890	104
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co....	300,000	6	"	"	1890	100
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	"	"	1895	82
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	104
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	6	Jan. and July.	New York.	1896	99
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	80
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	....
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	....	....
1st Mortgage gold, tax free.....	27,236,000	6	Jan. & July.	N. Y. & Bost.	'96-'99	104	Western Union (Chl. M. & St. P.):						
1st Mort. Land Grant.....	7,632,000	7	Apr. and Oct.	"	1887	100	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	....	West Jersey:						
3d Mortgage Sinking Fund.....	14,400,000	8	March & Sept.	New York.	1894	90	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	83
Omaha Bridge B'ds, stg \$500,000	2,500,000	8	Apr. and Oct.	London.	1890	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	102
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,800,000	6	May and Nov.	New York.	1895	....	1st Mort. (Swedesboro) guar.....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subsidy).....	1,800,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	....	2d Mort. (Cape May & Millville)	600,000	7	Apr. and Oct.	"	....	95
Union Pacific, S. Br. (M.K. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1899	109
1st Mortgage gold, skg fund.....	3,220,000	6	Jan. & July.	New York.	1899	....	West Wisconsin:						
Union & Titusville (O.O. & A. Riv.):							1st Mort. land gr., gold skg fund	3,900,000	7	Jan. and July.	N.Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	60	1st Mort. (Southern Extension).	640,000	7	"	"	1902	....
United N. J. R. R. & Canal Cos.							White Water Valley:						
Loan of 1901 (United Company's)	3,000,000	6	March & Sept.	Philadelphia.	1901	99	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Sterling Loan \$369,200 (U. Co's)	1,846,000	5	"	London.	1894	....	Wico Mico and Pocomoke:						
Sterling Loan \$360,000 (")	1,800,000	6	"	"	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1894 St. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro:						
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
3ond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	London.	1880	....	Wilmington, Colum. & Augusta:						
Sterling S.F. \$262,000 (C. & A.M.)	1,310,000	6	Feb. and Aug.	London.	1880	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	40
Loan of 1883 (Camden & Amb'y)	1,780,000	6	"	Philadelphia.	1883	102	Wilmington and Reading:						
Loan of 1889 (")	866,000	6	June & Dec.	Princeton.	1889	100	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	45
Mortg. Loan (")	5,000,000	6	May and Nov.	Philadelphia.	1889	104	2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Loan of '78 (N. J. R.R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....	Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....		Sterling Bonds.....	648,700	6	Jan. and July.	London.	1881	....
Utah Central:							Sterling Bonds.....	221,400	7	May and Nov.	"	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	7	Jan. and July.	New York.	1896	104
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	680,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	500,000	7.5	J. A. J. & G. Phil. & Wilm.	1892	....	....
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	87
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	70
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,875,000	7	June & Dec.	"	1906	....
1st Mortgage, Sterling.....	1,500,000	7.5	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent.—See Central Vt.							1st M. L. G. gold S. F. \$25,000pm	4,618,500	7	Jan. and July.	Boston.	1901	80
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	100	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	104	Worcester and Naahua:						
Convertible bonds.....	150,000	7	"	"	1881	103	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:							Plain Bonds.....	185,300	6	Various.	"	'81-'87	....
General (1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
2d series (blue).....	850,000	7	"	"	1890	....	CANAL BONDS.						
Mortgage (3d series (black).....	138,000	7	"	"	1890	....	Chesapeake and Delaware:						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	99
Special Loan 1871.....	213,000	8	Jan. and July.	"	1890	....	Chesapeake and Ohio:						
Vineyard:							Sterling Loan guaranteed.....	4,375,000	6	J. A. J. & O.	London.	1890	....
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Preferred Bonds (next lien).....	1,699,500	6	Jan. and July.	Baltimore.	1885	116
Virginia & Tennessee (A.M. & O.):							Delaware Division (L.O. & N.):						
Enlarged Mortgage.....	990,000	6	Jan. and July.	N.Y. & Lynch.	1884	70	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	97
4th Mortgage.....	870,000	8	March & Sept.	"	1900	71	Delaware and Hudson:						
Registered Certificates.....	118,295	8	Jan. and July.	"	1875	....	1st Mort. (1st series, Nov. 1, '87	1,500,000	7	May and Nov.	New York.	1877	105
Funded Interest.....	226,300	8	"	"	1880	....	regis. 2d series, July 1, 1889	3,500,000	7	Jan. and July.	"	1884	109
Income Mortgage (fundable)....	98,500	8	"	"	1886	....	tered. 3d series, Jan. 1, 1871	3,500,000	7	"	"	1891	111
Wallkill Valley (Erie):							Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	109
1st Mortgage gold, tax free.....	810,500	7	Apr. and Oct.	New York.	1901	....	Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
Warren (D. L. & W.):							Lehigh Coal and Navigation:						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1878	....	Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	98
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	....	Convertible Bonds.....	41,550	6	"	"	1882	98
Warren & Franklin (O.C. & A.H.R.):							Convertible Loan, gold.....	794,000	6	March & Sept.	"	1894	105
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	87	1st Mortgage, registered.....	5,381,963	6	J. A. J. & O.	"	1884	103
Warwick Valley (Erie):							1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	104
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1890	....	Mortgage (equip.) Loan, gold....	4,692,500	6	June & Dec.	"	1897	104
Wasatch and Jordan Valley:							Consolidated Mortgage.....	1,063,000	7	"	"	1911	105
1st Mortgage.....	150,000	9	May and Nov.	New York.	1893	....	Greenwood Mortgage Loan.....	744,000	6	Feb. and Aug.	"	1892	99
Washington City, Va. Mid. & Gt. So.							Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
1st Mort. (O., Alex. & Manassas)	1,850,000	7	Jan. and July.	Baltimore.	1882	85	Monongahela Navigation:						
2d Mort. (")	350,000	7	"	"	1891	....	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1878	91	Morris (and Banking):						
2d Mort. (")	1,200,000	6	Jan. and July.	"	1875	76	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
3d Mort. (")	600,000	8	May and Nov.	"	1873	71	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	101
4th Mort. (")	700,000	8	March & Sept.	"	1880	54	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Funded Coupons (do.)	722,664	....	"	"	....	....	Pennsylvania:						
1st Mort. (Lynchburg & Danville)	521,000	....	Apr. and Oct.	"	1896	....	1st Mortgage skg fund guar....	2,805,000	6	Jan. and July.	Philadelphia.	1910	76
Virginia State Loan.....	249,962	7	Jan. and July.										

[illegible]

[illegible]

Rolling Stock, Debts, Income, Dividends, &c., &c.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Depts, Income, &c.

[illegible]

Chukylkill Valley (T. & N. Carolina). 2,008, 1891.

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (*) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Div'ds			Market Price.
		Rate.	Paid.	Price.	
RAILROAD STOCKS:					
Atlantic and Great Western, pref.	10,000,000	7	7	31	
Atlantic, Mississippi and Ohio, pref.	800,000	7	7	31	
Atlantic, Mississippi and Ohio, guar.	276,200	7	7	31	
Atlantic and Pacific, preferred	10,000,000	7	7	31	
Atlantic and St. Lawrence, guar.	3,994,600	4	4	31	
Baltimore and Ohio, preferred	4,848,489	6	6	104	
Berkshire, guaranteed	600,000	7	7	78	
Blossburg and Corning, guaranteed	250,000	5	5	78	
Boston, Concord and Montreal, pref.	800,000	6	6	78	
Buffalo, New York and Erie, guar.	950,000	7	7	78	
Catawissa, pref. and guar.	1,159,500	7	7	88	
Camden and Amboy, guaranteed	5,847,800	10	10	136	
Camden and Atlantic, preferred	838,469	7	7	104	
Cayuga and Susquehanna, guar.	589,110	9	9	9	
Cedar Rapids and Missouri River, preferred and guaranteed	769,800	7	7	7	
Central of New Jersey, guar.	20,000,000	10	10	97	
Central Ohio, preferred	411,550	6	6	85	
Chemung, guaranteed	380,000	6	6	85	
Cheshire, preferred	2,158,200	7	7	49	
Chicago and Alton, preferred	2,425,400	10	10	103	
Chicago, Iowa & Nebraska, guar.	3,916,300	8	8	115	
Chicago and North-Western, pref.	21,485,653	7	7	59	
Cine. Band and Cleveland, pref.	429,000	6	6	66	
Cleveland and Mahoning, guar.	2,059,200	7	7	94	
Cleveland and Pittsburgh, guar.	11,236,150	7	7	94	
Cumberland Valley, 1st preferred	241,900	8	8	8	
" 2d preferred	243,000	8	8	8	
Dayton and Michigan, pref. & guar.	922,400	8	8	8	
Delaware, guaranteed	1,330,950	6	6	6	
Detroit and Milwaukee pref. & guar.	2,517,140	6	6	6	
Dubuque and Sioux City, guar.	5,000,000	3	3	68	
Dubuque South-Western, pref.	590,315	8	8	26	
Eastern (N. H.), guaranteed	492,500	6	6	26	
Elmira, Jeff. and Canad., guar.	500,000	6	6	83	
Elmira & Williamsport, pref. & guar.	500,000	7	7	83	
" com. & guar.	500,000	5	5	39	
Erie Railway, preferred	8,538,910	7	7	39	
Erie and Pittsburgh, guar.	2,000,000	7	7	7	
Evansville and Crawfordville, pref.	100,000	7	7	24	
Hannibal and St. Joseph, pref.	2,167,700	7	7	24	
Harrisburg and Lancaster, guar.	1,182,550	7	7	104	
Houston, preferred	1,180,000	8	8	98	
Huntington & Broad Top Mtn, pref.	190,750	7	7	28	
Jeff. Mad. & Indianapolis, guar.	2,000,000	7	7	98	
Joliet and Chicago, guar.	1,500,000	7	7	98	
Joliet and Northern Indiana, guar.	300,000	8	8	8	
Little Miami, Col. and Xenia, guar.	6,394,450	8	8	8	
Louisv., Cincinnati and Lex. pref.	881,000	9	9	9	
Marietta and Cincinnati, 1st pref.	8,101,650	6	6	94	
" 2d pref.	4,438,250	6	6	94	
Mich. Southern, (Lake Shore) guar.	533,500	10	10	10	
Mill Creek, guaranteed	323,375	10	10	10	
Milwaukee and St. Paul, preferred	12,274,483	7	7	64	
Min. Hill, guaranteed	3,856,430	8	8	106	
Montclair, guaranteed	2,000,000	7	7	102	
Morris and Essex, guar.	15,000,000	7	7	102	
Nequehoning Valley, guar.	2,000,000	10	10	108	
Newark and New York, guar.	1,000,000	7	7	108	
Newcastle and Beaver Valley, guar.	605,000	10	10	136	
New Jersey, guaranteed	7,295,200	10	10	106	
New London Northern, guar.	971,400	10	10	136	
New York & Harlem, pref. & guar.	1,600,000	8	8	136	
" com. & guar.	8,500,000	8	8	136	
Niagara Br. & Canandaigua, guar.	1,000,000	6	6	8	
North Eastern (S. C.), preferred	105,000	8	8	8	
Northern New Jersey, guar.	1,000,000	8	8	8	
Norwich and Worcester, guar.	2,823,400	10	10	122	
Ogdensburg & Lake Champlain, guar.	3,077,000	7	7	30	
" pl. & guar.	2,000,000	8	8	86	
Ohio and Mississippi, preferred	4,030,000	7	7	38	
Oswego and Syracuse, guar.	1,144,400	9	9	130	
Panama, guaranteed	7,000,000	12	12	130	
Patterson and Hudson, guar.	230,000	8	8	84	
Pemberton and Hightstown, guar.	342,000	6	6	8	
Peoria and Bureau Valley, guar.	1,200,000	8	8	8	
Philadelphia and Erie, preferred	2,400,000	12	12	200	
Phila. Germantown & Norristown, pref.	2,231,900	12	12	110	
Philadelphia and Reading, 1st pref.	1,551,687	10	10	125	
Philadelphia and Trenton, guar.	1,259,100	10	10	125	
Pittsburg, Ft. Wayne & Chic., guar.	22,214,285	7	7	102	
Pittsburg and North Adams, guar.	450,000	5	5	86	
Portland, Saco & Portsmouth, guar.	1,500,000	10	10	10	
Rochester & Genesee Valley, guar.	557,500	7	7	12	
Rutland, preferred and guaranteed	4,300,000	7	7	15	
St. Louis, Alton & Terre Haute, guar.	2,468,400	7	7	15	
St. Louis, Jackson & Ch., pl. & guar.	1,054,100	7	7	28	
St. Louis, Kansas City & Nor., pref.	12,000,000	5	5	6	
Schenykill Valley, guaranteed	576,000	6	6	6	
Shamokin V. & Pottsville, guar.	899,450	6	6	6	
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7	7	7	
" 2d pref.	1,000,000	7	7	7	
Toledo, Wabash and Western, pref.	1,000,000	7	7	105	
Warren, guaranteed	1,900,000	7	7	105	
CANAL STOCKS:					
Delaware Division, guar.	1,633,350	8	8	8	
Delaware and Marion, guar.	5,847,500	10	10	136	
Morris preferred and guaranteed	1,175,000	10	10	136	
" com. and guar.	1,900,000	4	4	55	
Schenykill Navigation preferred	3,808,977	6	6	28	

WHOLESALE PRICE CURRENT.

IRON-DUTY: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 cents per lb.; Pig, 7 1/2 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2 1/2; Scrap Cast, 6 1/2; Scrap Wrought, 3 1/2 per ton. No Bar Iron to pay a less duty than 35 per cent. ad val.	
Pig, Scotch-Cottiness.....per ton 20 50 @ 31 -	
Gartsherrrie.....31 - @ -	
Summerlee.....- @ -	
Carnbroe.....- @ -	
Langloan.....- @ -	
Glengarnock.....20 - @ -	
Eglinton.....23 - @ 29 -	
Pig, American, No. 1.....23 - @ 23 -	
Pig, American, No. 2.....20 - @ 21 -	
Pig, American, Forge.....18 - @ 20 -	
Bar, Refined, English and American.....- @ -	
Bar, Swedes, assorted sizes.....(gold) 100 - @ -	
Bar, Swedes, ordinary sizes.....130 - @ -	
Bar, Swedes, Plov sizes.....- @ -	
Bar, Refined, 1/2 to 1 in. rd. & sq. 1 to 5 inch x 1/2 to 1 in.....52 50 @ 55 -	
Bar Refined, 1 1/2 to 6 by 1/2 & 5-16 in.....57 50 @ 60 -	
Bar Refined, 1 1/2 by 1/2 & 5-16.....57 50 @ 60 -	
Large Rounds, 2 1/2 to 3 1/2 @ 4 in.....57 50 @ 67 50	
Scroll.....67 50 @ 117 50	
Ovals and Half-round.....67 50 @ 77 50	
Band, 1 to 6 in. by 3-16 to No. 12.....65 - @ 67 50	
Horse Shoe.....52 50 @ 67 50	
Rods, 1/2 to 1 1/2 inch.....57 50 @ 107 50	
Hoop, 1/2 by No. 22 to 1 1/2 by 13 & 14.....72 50 @ 127 50	
Nail Rod.....per lb. - 7 1/2 @ - 8	
Sheet Russia, as to assortment.....(gold) - @ - 12	
Sheet, Single D. and T. Common.....- 4 @ - 44	
Sheet, Double and Trebles, Charcoal.....- 5 @ - 54	
Sheet Galvanized 1st and 2d quality.....List 20 @ 35 p. ct. disc.	
Rails, English.....(gold).....per ton.....- @ -	
Rails, American, at Works in Penna.....c'y. 40 - @ 45 -	
STEEL-DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 per cent. ad val. (Store Prices.)	
English, Cast, (2d and 1st quality).....per lb. - 14 1/2 @ - 16	
English Spring (2d and 1st quality).....- 6 1/2 @ - 6 1/2	
English Blister (2d and 1st quality).....- 9 @ - 14	
English Machinery.....- 9 1/2 @ - 10 1/2	
English German (2d and 1st quality).....- 10 1/2 @ - 11 1/2	
American Blister.....- @ - 9	
American, Cast, Tool.....- @ - 10	
American, Cast Spring.....- @ - 9	
American Machinery.....- @ - 10	
American German Spring.....- @ -	
NAILS-DUTY: Cut, 1 1/2; Wrought, 2 1/2. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.	
10d. to 60d. Com. Fence & Sheath per keg.....2 75 @ 2 85	
8d. and 9d. ".....3 15 @ 3 20	
6d. and 7d. ".....3 40 @ 3 45	
4d. and 5d. ".....3 65 @ 3 70	
3d. and 4d. Light.....3 40 @ 4 45	
3d. Fine.....5 15 @ 5 20	
2d.....5 90 @ 5 95	
Cut Spikes, all sizes.....3 15 @ 3 20	
TIN-DUTY: Pig, Bars and Block, 7 1/2; Plate and Sheets and Terne Plates, 1 1-10 cents per pound.	
Blanca.....(gold) per lb. - 21 1/2 @ - 22	
Strait.....(gold).....- 16 1/2 @ - 17	
English, L. & F.....(gold).....- 16 1/2 @ - 16 1/2	
English, Refined.....(gold).....- 16 1/2 @ - 17	
Plates-Fair to good brands.....Gold.	
I. O. Charcoal.....per box. 7 - @ 7 37 1/2	
1. O. Coke.....6 - @ 6 25	
Coke Terne.....5 25 @ 5 75	
Charcoal Terne.....6 62 1/2 @ 6 87 1/2	
PETROLEUM-DUTY: Crude, 20 cents; Refined 40 cents per gallon.	
Crude 40 @ 48 gravity (in bulk).....- @ - 7 1/2	
Crude 40 @ 47 gravity (in shipping order).....- @ - 10	
Refined, Standard White (in ship'g order).....- @ - 13 1/2	
Refined, S. W. (in jobbing lots).....- 17 @ - 18	
Refined, S. W. (in tin).....- 18 1/2 @ - 21	
Naphtha, Refined (65 @ 73 gravity).....- 8 1/2 @ -	
Residuum.....(in shipping order) per gall. - 6 1/2 @ - 7	
COPPER-DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, Copper and Yellow Metal, Sheathing and Bolts, 45 per cent. ad val.	
Copper, New Sheathing, (over 12 oz.) per lb. - @ - 31	
Copper, Bolts.....- @ - 32	
Copper, Braziers' (over 16 oz.).....- @ - 32	
Copper, Nails.....- @ - 35	
Copper, Old Sheathing, &c., mixed lots.....- 19 @ - 21	
Copper, American Ingot Lake.....- 24 1/2 @ - 22 1/2	
Copper, English Pig.....- @ -	
Yellow Metal, New Sheathing & bronze.....- @ - 21	
Yellow Metal, Bolts.....- @ - 23	
Yellow Metal, Nails, Sheathing & Slating.....- @ - 21	
LEAD-DUTY: Pig, 2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.	
Spanish Ordinary.....(gold) per 100 lb. 6 1/2 @ -	
German Ordinary.....(gold).....6 1/2 @ -	
English.....(gold).....6 1/2 @ 7 1/2	
Foreign Refined.....(gold).....- @ -	
Domestic.....(gold).....6 1/2 @ 6 20	
COAL-DUTY: Bituminous, 75 cts. per ton of 28 bushels 50 lb. to the bushel; Anthracite, 75 cts.; other, 40 cents per 28 bushels of 50 lb. to the bushel.	
Liverpool Gas Canal.....10 - @ -	
Liverpool House Canal.....14 - @ 15 -	
Anthracite (by cargo).....per ton of 2,000 lb. 5 - @ 6 -	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apr. 25.

	W. 19.	Th. 20.	F. 21.	Sat. 22.	M. 23.	Tu. 25.
Allegheny Val. 7 3-10s. 101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
7s, Income.....52 1/2	53	52	52	52	52	52
Camden & Am. Co., 1885.....52 1/2	53	52 1/2	52 1/2	52 1/2	52 1/2	52 1/2
Co., 1889.....52 1/2	53	52 1/2	52 1/2	52 1/2	52 1/2	52 1/2
Mort. Co., 1889.....52 1/2	53	52 1/2	52 1/2	52 1/2	52 1/2	52 1/2
Camden and Atlantic.....52 1/2	53	52 1/2	52 1/2	52 1/2	52 1/2	52 1/2
Preferred.....52 1/2	53	52 1/2	52 1/2	52 1/2	52 1/2	52 1/2
1st mortgage.....52 1/2	53	52 1/2	52 1/2	52 1/2	52 1/2	52 1/2
2d mortgage.....52 1/2	53	52 1/2	52 1/2	52 1/2	52 1/2	52 1/2
Catawissa.....52 1/2	53	52 1/2	52 1/2	52 1/2	52 1/2	52 1/2
Preferred.....52 1/2	53	52 1/2	52 1/2	52 1/2	52 1/2	52 1/2
New preferred.....41 1/2	41	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2
7s, new.....103	103	103	103	103	103	103
Del. & Bound Brook 7s.....103	103	103	103	103	103	103
Elmira & Williamsport.....103	103	103	103	103	103	103
Preferred.....103	103	103	103	103	103	103
7s.....103	103	103	103	103	103	103
Hunt. & B. Top Mt.....103	103	103	103	103	103	103
Preferred.....103	103	103	103	103	103	103
2d mortgage.....103	103	103	103	103	103	103
Lehigh Navigation 45 1/2	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2
Co., 1877.....103	103	103	103	103	103	103
Co., 1884.....103	103	103	103	103	103	103
Gold Loan.....104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Railroad Loan.....104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Conv. Gold Loan.....104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Lehigh Valley.....61	60 1/2	61	61	60 1/2	60	60
Co., new, coupon.....107	107	107	107	107	107	107
Co., new, registered.....110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
7s.....110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
Consol. mort. Co.....101	101	101	101	101	101	101
Little Schuylkill.....101	101	101	101	101	101	101
7s.....101	101	101	101	101	101	101
Minchill & Sch. Haven. 53.....53	53	53	53	53	53	53
North Pennsylvania.....52 1/2	52	52	52	52	52	52
1st mortgage Co.....105	105	105	105	105	105	105
2d mortgage 7s.....103	103	103	103	103	103	103
Chattel 10s.....103	103	103	103	103	103	103
Gen'l mort. 7s, coup.....103	103	103	103	103	103	103
Northern Central.....35 1/2	34 1/2	35	35	35	35	35
Pennsylvania R. R.....54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2
1st mortgage.....54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2
Gen'l mortgage.....54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2
Gen'l mort. reg.....54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2
Consol. mort. Co., reg.....103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
Penn. State Co. 2d series.....113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2
Penn. State Co. 3d series.....113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2
Philadelphia City, Co.....108	108	108	108	108	108	108
Co., new.....108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
Phila. and Reading.....44 1/2	44 1/2	44 1/2	45	44 1/2	44 1/2	44 1/2
Debenture bonds.....44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2
7s, of 1893.....107	107	107	107	107	107	107
7s, new, convertible.....100 1/2	100 1/2	100	100	100	100	100
Gen'l mortgage.....107	107	107	107	107	107	107
Gen'l mortgage, reg.....108	108	108	108	108	108	108
Philadelphia and Erie. 19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2
1st mortgage, Co.....100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
2d mortgage, 7s.....95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
Pittsb. Cin. & St. L. 7s.....12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Pittsb. Titusv. & Buff. 13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
Schuylkill Navigation.....12	12	12	12	12	12	12
Preferred.....14	14	14	14	14	14	14
Co., 1872.....93	93	93	93	93	93	93
Co., 1876.....93	93	93	93	93	93	93
Co., 1882.....93	93	93	93	93	93	93
Co., 1882.....93	93	93	93	93	93	93
Co., 1895.....74	74	74	74	74	74	74
United Co. of N. Jersey 137 1/2	137 1/2	137 1/2	137 1/2	137 1/2	137 1/2	137 1/2
Hestonville, (Horse). 36 1/2	36 1/2	34 1/2	34 1/2	36 1/2	36 1/2	36 1/2
Chestnut & Wal. (do.).....36 1/2	36 1/2	36 1/2	36 1/2	36 1/2	36 1/2	36 1/2
Germanatown (do.).....85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2
Green and Conates (do.).....85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2
Lombard & 8th. (do.) 30.....27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2
2d and 3d streets (do.) 85.....89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2
Spruce and Pine (do.).....36	36	36	36	36	36	36
15th and 16th sts. (do.).....45	45	45	45	45	45	45
Union (do.).....42 1/2	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2

New York Stock Exchange.

Actual Sales Prices for the week ending Apr. 26.

Th. 20. F. 21. Sat. 22. M. 24. Tu. 25. W. 26.

FEDERAL STOCKS.—									
U. S. 6s, 10-40s, reg.....	117	.....	117	117	117	117	117	117	117
U. S. 6s, 10-40s, coup.....	118	118	118	118	118	118	118	118	118
U. S. 6s, 1881, reg.....	116	116	116	116	116	116	116	116	116
U. S. 6s, 1881, coup.....	118	118	118	118	118	118	118	118	118
U. S. 6s, 1881, reg.....	121	121	121	121	121	121	121	121	121
U. S. 6s, 1881, coup.....	122	122	122	122	122	122	122	122	122
U. S. 6s, 5-20s, reg. 1865.....	119	119	119	119	119	119	119	119	119
U. S. 6s, 5-20s, c. 1865.....	119	119	119	119	119	119	119	119	119
U. S. 6s, 5-20s, r. n. 1865.....	119	119	119	119	119	119	119	119	119
U. S. 6s, 5-20s, c. n. 1865.....	118	118	118	118	118	118	118	118	118
U. S. 6s, 5-20s, reg. 1867.....	120	120	120	120	120	120	120	120	120
U. S. 6s, 5-20s, c. n. 1867.....	120	120	120	120	120	120	120	120	120
U. S. 6s, 5-20s, reg. 1868.....	122	122	122	122	122	122	122	122	122
U. S. 6s, 5-20s, c. n. 1868.....	122	122	122	122	122	122	122	122	122
U. S. 6s, Pac.R.R. issue.....	120	120	120	120	120	120	120	120	120
London Stock Exchange.									
				—Closing		Prices.			
				Apr. 13.	Apr. 7.				
Atlantic & Gt. W. 1st mort., \$1,000..	20	—	23	26	—	50	—	50	—
Do. 2d mort., \$1,000.....	10	—	10	11	—	13	—	13	—
Do. 3d mort., \$1,000.....	4	—	5	4	—	5	—	5	—
Atlantic, Miss. & Ohio Consol. mort.	26	—	38	28	—	32	—	32	—
Central of New Jersey Consol. mort.	98	—	99	98	—	99	—	99	—
Central Pacific of California 1st mort.	96	—	97	97	—	98	—	98	—
Do. (C. & O. div.) 1st mt. gd. bds.	90	—	91	90	—	91	—	91	—
Detroit & Milwaukee 1st mort. bonds	35	—	45	35	—	45	—	45	—
Do. 2d do.	35	—	45	35	—	45	—	45	—
Erie shares, \$100.....	16	—	16	17	—	17	—	17	—
Do. Preference Shares.....	26	—	27	27	—	29	—	29	—
Do. 7 Convertible Gold Bonds.....	38	—	41	42	—	44	—	44	—
Galveston and Harrisburg 1st mort.	60	—	65	60	—	65	—	65	—
Illinois Central 100 shares.....	88	—	88	88	—	89	—	89	—
Lehigh Valley Consol. mortgage.....	92	—	93	92	—	93	—	93	—
Marquette and Cincinnati Railway.....	99	—	101	99	—	101	—	101	—
Mo., Kan. & Tex. 1st M. G. B. Eng.	53	—	56	53	—	56	—	56	—
N. Y. Cent. & Hud. Riv. Mt. bonds.....	109	—	110	109	—	110	—	110	—
Do. 1st mortgage.....	101	—	103	101	—	103	—	103	—
Pennsylvania, \$50 shares.....	50	—	51	51	—	52	—	52	—
Do. 1st mortgage.....	42	—	43	42	—	43	—	43	—
Philadelphia and Reading \$50 sh.	103	—	103	103	—	104	—	104	—
Pittsbg. Ft. W. & Chic. Equip. bds. 101	89	—	91	89	—	91	—	91	—
Union Pacific Land Grant 1st mort.	89	—	91	89	—	91	—	91	—
Do. do. do. 2d do.	84	—	86	84	—	86	—	86	—

—Closing Prices.—

	Apr. 13.	Apr. 7.
Atlantic & Gt. W. 1st mort., \$1,000.....	20	28
Do. 2d mort., \$1,000.....	10	10
Do. 3d mort., \$1,000.....	4	5
Atlantic, Miss. & Ohio Consol. mort. 26	28	28
Central of New Jersey Consol. mort. 98	99	98
Central Pacific of California 1st mort. 96	97	97
Do. (C. & O. div.) 1st mt. gd. bds. 90	91	90
Detroit & Milwaukee 1st mort. bonds 35	43	35
Do. 2d do. 35	45	35
Erie shares, \$100.....	15	16
Do. Preference Shares.....	25	27
Do. 7 Convertible Gold Bonds.....	38	41
Galveston and Harrisburg 1st mort. 60	65	60
Illinois Central \$100 shares.....	88	88
Lehigh Valley Consol. mortgage.....	92	93
Marjette and Cincinnati Railway.....	99	101
Mo., Kan. & Tex. 1st M. G. B. Eng. 53	55	53
N. Y. Cent. & Hud. Riv. Mt. bonds 109	110	109
Do. 1st mortgage.....	101	108
Pennsylvania, \$50 shares.....	50	51
Do. 1st mortgage.....	64	61
Philadelphia and Reading \$50 shs. 42	43	43
Pittsbg. Ft. W. & Chic. Equip. bds. 101	103	103
Union Pacific Land Grant 1st mort. 89	91	89
Do. do. do. 2d do. 94	96	94

Saturday, April 29, 1876.

Saturday, April 29, 1876.

Residential and Commercial A1

Financial and Commercial Affairs.

With increasing receipts of legal tender notes and national bank currency from the interior consequent upon the completion of the usual April settlements, the City Banks report a handsome gain in their legal tender averages, and the supply of money in private hands, seeking secure and profitable employment, has also been augmented, to the advantage of responsible borrowers—whose wants in most instances, far from having been of an urgent character—have been quite promptly met on the basis of 2@4 per cent on call, and 4@6 per cent per annum in the line of the best mercantile credits. The Secretary of the Treasury on Monday received bids for the \$5,883,000 five per cent bonds of the funded loan of 1881, (General award). The bids reached the remarkable aggregate of \$68,800,000, or nearly twelve times the amount of the bonds offered. On Tuesday announcement was made that the whole amount was taken for account of Messrs. Drexel, Morgan & Co., of London and New York, and Messrs. Rothschild, of London, and Belmont, of New York at 103 78 7-16-100, gold. The Gold thus acquired by the Treasury Department on this special account was to have been turned into currency at the Treasury office in this City on Thursday, at noon, by sale to the highest bidders. The payments for the gold were to have been accommodated to the convenience of the takers at the rate of \$1,000,000 per day, if required: or, as set forth in the official form: "Deliveries of the gold will be made as follows: \$2,000,000 on the day of receiving the proposals if desired by the purchaser or purchasers, or such portion thereof as he or

they may wish. If not on that day, \$2,000,000 on the following day, and \$1,000,000 on each succeeding day until the whole amount is delivered." The currency receipts resulting from this special negotiation have been already disposed of, by Treasury warrants for the payment in currency of the judgment claims upon the Geneva award, already confirmed to the amount of \$6,500,000. The Treasury Department has been gradually disbursing the new silver coinage, in the moderate amount, and on the conditions designated in the official circulars, already made generally known. The week has had its full share of sensational reports and rumors of troubles in the financial and commercial lines, but with no serious results to business interests. National Bank notes received at the Treasury Department last week for redemption were to the amount of \$4,165,000. The City Banks have had their deposits reduced \$2,280,100; and their legal tender reserve increased \$2,560,000. The specie average has been diminished \$1,323,500. The loan and discount item was reduced \$4,545,000. The circulation was cut down \$7,100. The U. S. Sub Treasury in this city closed the week with a currency balance of \$35,980, 409 against \$36,681,277 the preceding week; and a coin board of \$46,696,019 against \$48,878,187 on the previous return. The City bank exchanges in currency reached \$380,621,813, or a daily average of \$63,436,886. The customs revenue of the port during the week was \$1,962,000. The City banks reported their average of gold last week at \$18,077,800, and their greenback average at \$41,396,800. Their deposits stood at \$203,262,400. The loan item was \$253,752,400. The circulation was \$16,239,100.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve to liabilities, of \$8,658,500, as against \$6,851,975, the preceding week.

The aggregate of the outstanding U. S. currency, of all denominations, April 1st was \$413,877,104. The outstanding amount of legal tender notes is \$370,755,248. The National bank circulation is now \$337,635,219, including \$2,099,190 of national gold bank notes.

On Tuesday of this week the cash balances of the Treasury Department at Washington were: of Currency \$5,036,322; special deposit of legal tenders for the redemption of certificates of deposit, \$37,925,000; Coin, \$76,642,147; Coin certificates, \$28,594,800.

The week's import entries of Foreign Merchandise at New York were \$6,954,749, including \$1,219,663 of Dry Goods.

The income of the Government from internal revenues in the current fiscal year, commencing with July 1, 1875, has been about 92 millions; and from Customs, 125 millions.

Under the influence, mainly, of the Geneva award bond negotiation, Gold has been depressed in price, and has been less confidently dealt in on speculative account. The customs drain has been about an average one; while the export call for specie has been on a restricted scale, very slightly affecting the course of the market. The extremes of the price during the week have been 112½¢ to 113½¢, closing on Wednesday at 112½¢, as against 113½¢ on Wednesday of the preceding week. The specie outflow last week was \$762,289, against \$3,320 the previous week. The imports of

specie at this port last week were \$14,029, and since January 1st \$1,483,936 as against \$5,456,081 same time last year. The customs demand for gold last week averaged \$327,000 per day. Foreign Exchange has been more sought after closing more firmly. Bankers sixty day bills on London closed on Wednesday at \$486¼@487¼; sight bills on London at \$489¼@490 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$4,582,548. The week's imports of Dry Goods and general merchandise were to the specie value of \$6,954,749 as against \$6,877,943 the corresponding week of 1875.

Government Securities have been attracting more attention, chiefly from buyers on investment account. The offerings of most issues have been on a restricted scale. Prices, which varied to some extent from day to day, in sympathy with the fluctuations in Gold, closed firm, at an advance on last week's quotations. The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation, is \$347,800,850.

U. S. sixes of 1881 closed on Wednesday of this week at 122½¢@122¾; U. S. Five-Twenties of 1865, 118½¢@118¾; U. S. Five-Twenties of 1865, consolidated, 118½¢@119; U. S. Five-Twenties of 1867, 121¼¢@121½; U. S. Five-Twenties of 1868, 122½¢@122¾; U. S. Ten-Forties at 118½¢@118¾; U. S. Fives of 1881, (Funding Loan) 118½¢@119½; Six per cent. currency Sixes, 126¼¢@127.

State and Railway bonds have been in generally better request for investment purposes at stronger prices. And in the line of Railway and Miscellaneous share property the dealings have been on a more extensive scale at however variable prices, closing with more steadiness in the leading instances.

General business has shown more animation in the line of domestic produce, the leading kinds of which have been in better demand, with prices, however, quite unsettled. Breadstuffs, Cotton, Provisions and Petroleum closed heavily. Foreign merchandise has been moderately dealt in, as a rule, and has been without important changes as to values. The Grocery trade closed tamer. The Metal trade was somewhat brisker, but quotations were irregular. Scotch Pig Iron closed less firmly. More activity was noted in American Pig Iron, but at low rates. Eglinton Pig Iron quoted here at \$25@28 50; Glengarnock \$30@31; Coltness \$31 50@32; No. 1 American Pig at \$22@23; No. 2 do. at \$20@21; Forge, \$17@20; American Rails at works, \$42@45; Old Rails \$22 50@25. Wrought Scrap, \$30@31. Ocean freights have been more active and toward the close quoted stronger, especially for Grain room on berth and charter. Room mainly sought after for Grain, Petroleum, Provisions, refined Sugar, Flour and Tobacco.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York:—Missouri, Kansas and Texas R. R., 11½; do. S. F. bonds, 59¾; New Jersey Southern R. R., 1¼; Dubuque and Sioux City R. R., 68½; Rome, Watertown and Ogdensburg R. R., 50; do. 7s, consol., 91; East Tenn., Va. and Ga. 1st mort., 91; Boston, Hartford and Erie

7s, guar., 26; Louisiana and Missouri River 1st mort., 92; Union Mining Co. 1½; Pennsylvania Coal, 270; Canton Co., 36; Missouri 6s, long bonds, 105½; Illinois 6s, 1879, 103½; New York State 7s, Bounty Loan, reg., 104½; North Carolina 6s, old, Jan. and July, 16; Tennessee 6s, old, 48½; do. 6s, new series, 41; Arkansas 6s, funding, 35. The latest quotations are: Pacific Mail, 21@21½; Western Union Telegraph, 65½@66¾; Atlantic and Pacific Tel., 18@19½; Quicksilver Mining, 16@17; do. pref., 22@24; Mariposa Land and Mining, 7@8; do. pref., 7½@8½; Adams Exp., 108@108½; American Exp., 61@61½; U. S. Express, 68½@69; Wells-Fargo Express, 86½@87; Chicago and Alton, 98½@100; Cleveland and Pittsburg, 94@94½; Chicago and Northwestern, 39½@39¾; do. pref., 58½@59½; Chicago Rock Island and Pacific, 108½@104; Chicago, Milwaukee and St. Paul, 38½@38¾; do. pref., 63¾@64½; Cleveland, Columbus, Cincinnati and Indianapolis, 50@52; Columbus, Chicago and Indiana Central, 45@47½; Delaware, Lackawanna and Western, 107¼@107½; Erie, 15½@15¾; Hannibal and St. Joseph, 15½@16; do. pref., 24@25; Lake Shore and Michigan Southern, 55½@55¾; Michigan Central, 52@52½; New York and Harlem, 138@139; N. Y. Central and Hudson River, 112@112½; Central of New Jersey 97@97½; Ohio and Miss., 16¼@16¾; Panama, 127@—; Toledo, Wabash and Western, 2¼@3; Pacific R. R. of Mo., 14@14½; Union Pacific, 64@64½; do. 1st mort., 104½@104¾; do. 7s, land grant, 100@100; do. sinking fund 8s, 91@91½; Central Pacific 6s, gold, 106½@106¾.

Philadelphia.—Morris Canal pref., 136½; Philadelphia, Germantown and Norristown R. R., 100; Nesquehoning Valley R. R., 54; Allegheny Valley 7s, 97; Pennsylvania and New York Canal 7s, 108½; Connecting R. R. 6s, 100; West Chester and Philadelphia R. R. 7s, 105½; Susquehanna Canal 6s, 72; Am. S. S. Co. 6s, 84; Lehigh Nav. Consol. mort. 7s, 105; Philadelphia and Reading 6s, 1844-80, 104; Central Transp. Co., 47½; Empire Transp. Co., 52; Fifth and Sixth Streets R. R., 72; Pittsburg City 7s, 106; do. Water Loan 7s, 107½; Cincinnati 7.30s, 106½. The latest quotations are: City 6s, 104@104½; do. free of tax, 108@108½; Pennsylvania State 6s, 2d series, 103@103½; do. 3d; series, 113@114; Philadelphia and Reading, 44½@44¾; do. Gen'l mort. 7s, coup., 106@108; do. reg., 107½@108; do. mort. 6s, 1880, 108@105; do. 7s, new conv., 100@100½; do. 7s, 1893, 107@107; United New Jersey R. R. and Canal Co., 135½@136¼; Camden and Amboy mort. 6s, 1889, 105½@106; Pennsylvania R. R., 54¾@54¾; do. 1st mort., 105½@106¼; do. general mort. coupon, 104¼@104½; do. reg., 105@106; Little Schuylkill R. R., 50@51; Morris Canal, 54@—; do. pref., 136@137; do. 6s, 100@—; Susq. Canal, 7@8; do. 6s, 72@75; Schuylkill Nav., 6@6½; do. pref. 11½@12½; do. 6s, 1882, 80@80½; do. 1872, 90@92; do. 6s, Imp., 88@—; Elmira and Williamsport pref., 40@—; do. 7s, 102@104; do. 6s, 63@—; Lehigh Coal and Navigation, 47@48; do. 6s, 1884, 108@103; do. R. R. Loan 103¼@—; do. Gold Loan, 108¾@104½; North Pennsylvania, 51½@52; do. 6s, 104½@105¼; do. 7s, 107½@108; do. Gen'l mort. 7s, 106½@—; do. chattel 10s, 102@103; Philadelphia and Erie 19@19½; do. 6s, 100@100½; do. 7s, 95½@96; Mine-

hill, 52½@53; Catawissa, 15½@16½; do. pref., 42@43½; do. new pref., 40½@42; do. 7s, 1900, 106@—; Lehigh Valley, 59@59½; do. 6s, new coupon, 106@107; do. reg., 107½@108; do. 7s, 110@110½; do. consol. mort., 101@101½; Fifth and Sixth streets (horse), 71@—; Second and Third, 83@84; Thirteenth and Fifteenth, 42½@43½; Spruce and Pine, 40@45; Green and Coates, 51½@60; Chestnut and Walnut, 101@106; Hestonville, 85½@85½; Germantown, 84@85; Union, 100@—; Lombard and South, 28@32; Ridge Avenue, 60@70; Tenth and Eleventh, 130@135.

Boston.—New York and New England R. R., 16½; Summit Branch, 81½; Atchison, Topeka and Santa Fe scrip, 35; Boston, Revere Beach and Lynn R. R., 114; Boston Land Co., 7; Brookline Land Co., 4½; New Hampshire 6s, 1880, 105½; Maine 6s, 1883, 108½; St. Louis 6, 1888, 102½; Boston 6s, 1880, 106½; do. 1893, 112; do. 5s, 1887, gold, 110½; Cook Co., Ills, 7s, 1885, 106; Cleveland 6s, 1896, 103½; do. 1877, 100½; Toledo 7s, 1877, 101¾; Chicago 7s, 1881, 104¾; Petherick Mining Co., 65c.

Baltimore.—Baltimore City 6s, 1875, 102½; do. 1890, 108; do. 1902, 110; do. 5s, 93; Virginia and Tennessee 2d mort. 6s, 70; Maryland Deferse 6s, 115; Parkersburg Branch R. R., 8; Virginia Black scrip, 16½. The latest quotations are: Wilmington and Weldon 7s, 103@104; Wilmington, Columbia and Augusta 7s, 88@40; Richmond and Danville 1st mort., 74@75; Pittsburg and Connellsville 7s, 1898, 103½@104½; Baltimore and Ohio, 163½@165; do. pref., 103@107; do. 2d pref., 103½@104; do. 6s, 1880, 103@104; do. 1885, 104@104½; Washington Branch, —@160; Northern Central, 34@—; do. 6s, 1877, 100@—; do. 6s, 1885, 103½@104; do. 6s, 1900, 100¼@100½; do. 6s, 1900, gold, 103@—; N. W. Va. 3d mort., 1885, 100@105; Marietta and Cincinnati 1st mort. 7s, 1892, 107@108; do. 2d mort. 7s, 99¼@99½; do. 3d mort. 8s, 74½@75; Central Ohio, —@40½; do. pref., 41@42; do. 1st mort. 100¼@100½; Western Maryland 1st mort. 6s, 1890, 89½@91; do. 1st mort. guar., 104½@105; do. 2d mort. guar., 104½@105; do. 3d mort. guar., 104½@105; do. 2d mort. pref., 93@—; do. 2d mort. guar. by Washington Co., 100@—; Virginia and Tennessee 2d mort. 6s, 70@71; do. 3d mort. 8s, 71@71½; Orange and Alexandria 1st mort. 6s, —@91; do. 2d mort. 6s, 75@76; do. 3d mort. 8s, 67@71; do. 4th mort. 8s, —@54; Orange, Alex. and Manassas 7s, 85½@86½; Baltimore 6s, 1875, 102½@103; do. 1884, 107@—; do. 1886, 110@110½; do. 1890, 108@108½; do. 1900, 108@110; do. 1902, 109@—; do. 6s, exempt, 113@113½; do. 5s, 92@94; Memphis City 6s, 45½@—; Maryland Defense 6s, 1888, 112@116½; do. 6s, 1890, 108@109; do. 6s, exempt, 112@—; do. 5s, 90@—; Virginia coupon 6s, old, 30@40; do. new, 37@40; do. consol. 6s, 67@67½; do. 2d series, —@40; Virginia coupons, 88½@89; West Virginia def. certif., 8½@9½; City Passenger R. R., 29@30; George's Creek Coal, 140@145; Atlantic Coal, 2.10@2.25; Canton Co., 36@45.

At a meeting of the directors of the new Northern Railway scheme, recently held at Oshkosh, Wisconsin, a committee was appointed, consisting of Messrs. Stringham, Bouck and Cook of that city, to prepare a form of proposition to

the people of Oshkosh, for aid in building the road.

Cincinnati Southern Railway.

In our two previous issues we referred to the loan granted to this company by the City of Cincinnati to aid in the construction of this great enterprise, which when completed will bring an immense amount of new business to that city as well as develop the traffic of the whole country traversed by it. We are now informed that Messrs. Kuhn, Loeb & Co., Bankers, 39 Nassau Street, N. Y., representing a syndicate of several other banking houses in New York and Cincinnati, will present this loan, amounting to \$3,000,000, for competitive subscriptions at a certain minimum price; but previous to this they will receive subscriptions to the loan, the bonds to be delivered on May 20th, 1876, at the rate of 103 per cent and accrued interest from the first of May, from which date the interest ensues.

The bonds are for \$1,000, gold, each. They mature in the year 1906, bear interest at six per cent per annum, payable semi-annually at the American Exchange National Bank, New York; and principal and interest are, at the option of the holder, likewise payable at the agency of the city of Cincinnati in London, at the rate of £1 sterling to \$5 gold.

This loan, which is strictly municipal, is granted to this company by the authority of the citizens of Cincinnati at an election held for the purpose of determining the popularity of the project and the issuing of the bonds, the result of which election was that out of 30,756 votes cast, 21,448 were in favor and only 9,323 against the loan.

The interest on the bonds, as well as on the amount heretofore issued for the construction of the road, is not only provided for by the acts authorizing their issue, but as well by a special act of the General Assembly of Ohio, requiring the city council to annually levy, independent of that levied for all other municipal purposes, a tax sufficient therefor.

The annual reports of the Cincinnati Chamber of Commerce and Board of Trade for 1871, '72, '73, '74 and '75, give the aggregate imports, exports, etc., of those years as follows:

Imports	\$1,570,315,575
Exports	1,016,717,710
Manufactures	597,809,623

Cincinnati has no floating debt, and the amount of its total bonded indebtedness at the present time is \$16,959,064, included in which is the sum of \$10,000,000 expended in the construction of the Cincinnati Southern Railway.

The loan which is now presented is one of the safest on the continent, and is only equalled by the municipal bonds of New York, Boston and Philadelphia.

A company has been formed to build a narrow gauge railroad from the foot of North Thirteenth Street, in the Eastern District of Brooklyn to Huntington by way of Maspeth, Winfield, Newtown, Flushing, Bayside, Hempstead, Glen Cove, Oyster Bay and Cold Spring Harbor to Huntington. A ferry will connect the terminus of the route with the foot of Twenty-third street, Fulton ferry and Wall street, New York. The estimated cost of the road is \$800,000, and it is expected to be in running order by the close of the summer.

Forster, Ludlow & Co., BANKERS,

7 Wall Street, New York, P. O. Box, 120.

FRANCIS B. FORSTER, New York, AND
B. C. LUDLOW, } Austin,
GEO. B. ZIMPELMAN, } Texas.

Dealers in Texas State, County, Municipal and Railroad Bonds.

Burlington, Cedar Rapids & Minnesota Bondholders.

For plan of reorganization apply, stating class of Bonds held (whether Main Line, Milwaukee, Muscatine, or Pacific Division), to FRED. TAYLOR, Chairman Bondholders' Committee, 476 Broome St., New York. Immediate action is advisable.

Martin Lewis,

Room 3, 43 PINE ST., N. Y.

DEALER IN
Securities of Solvent and Defaulted Railroad Companies, also State, City and County Bonds.

TIME LOANS NEGOTIATED.

Refers by permission to Messrs. M. K. Jesup, Paton & Co., New York; Messrs. Soutter & Co., New York; Jon. S. Norris, Esq., President First National Bank, Baltimore; Robert Mickie, Esq., Cashier Union National Bank, Baltimore.

Interest and Dividends.

The Manchester and Lawrence Railroad Company has declared a semi-annual dividend of five per cent, payable May 1.

The Boston and Maine Railroad Company has declared a semi-annual dividend of three per cent, payable May 15.

The United States Express Company has declared a dividend of two per cent, payable May 1.

The Concord Railroad Company has declared a semi-annual dividend of five per cent, payable May 1.

The Calumet and Hecla Mining Company has declared a quarterly dividend of \$5 per share, payable May 15.

The Cedar Rapids and Missouri River Railroad Company have declared a quarterly dividend of one per cent, payable at 23 Sears' Building, Boston, on the 1st of May. The coupons due May 1, will be paid by the National Park Bank, N. Y.

The Railway Equipment Trust of Pennsylvania has declared a quarterly dividend of 2 per cent, payable in Philadelphia on May 1.

The Car Trust of Pennsylvania has declared a quarterly dividend of 1½ per cent payable in Philadelphia May 1.

The Iowa Railroad Land Company has declared a quarterly dividend of one per cent, payable at the Treasurer's office, No. 23 Sears' Building, Boston, May 1.

The Baltimore and Potomac Railroad Company is steadily changing the rails and cross-ties of the Washington Branch, replacing iron with steel track, and putting in new cross-ties, until finally it will be all steel rails.

The Emperor of Brazil, who left New York on the 17th instant for San Francisco, went by the "Erie and Chicago line," passing over the Baltimore and Ohio, Chicago route, 285 miles, from Shelby Junction to Chicago.

Memphis and Little Rock Railroad.

The Spirit of Arkansas says that in the matter of the Memphis and Little Rock Railroad Company, in the United States Circuit Court, Judge Dillon, in giving his opinion, decided among other things that the motion of an old stockholder to come in with his bill and be consolidated should not be allowed. That the answer of H. L. Brinkley, a creditor and stockholder, should not be admitted, and that the old first mortgage was not usurious, and that the Memphis and Little Rock Railroad Company was properly organized. The court ordered a foreclosure and sale of the property.

Centennial Board of Finance.

At the annual meeting of the Centennial Board of Finance, held in Philadelphia on the 20th inst., the following gentlemen were elected directors: John Welsh, William Sellers, Samuel M. Felton, Daniel M. Fox, Thomas Cochran, Clement M. Bidle, N. Parker Shortridge, James M. Robb, Edward T. Steel, John Wanamaker, John Price Wetherill, Henry Winsor, Amos B. Little, John O. James, Philadelphia; Thos. H. Dudley, New Jersey; A. S. Hewitt, New York; William L. Strong, New York; John Cummings, Massachusetts; John Gorham, Rhode Island; Charles W. Cooper, Pennsylvania; Wm. Bigler, Pennsylvania; Robert M. Patton, Alabama; John S. Barbour, Virginia; J. B. Drake, Illinois; George Bain, Missouri.

Mr. John Welsh, President of the Centennial Board of Finance, submitted the annual report from which we extract the following:

During the year, in every part of a widely spread organization, the greatest activity has prevailed.

The Treasurer's account will show the receipts of money and their sources. The most diligent efforts failed to provide means equal to our wants, but on application to the Congress of the United States they were supplemented by an appropriation of one million five hundred thousand dollars. According to approximate estimates for our expenditures, we have enough provided to cover every obligation up to the day of opening.

Under the law the payments by the United States will not be completed before the 1st of July next, and those by the State of Pennsylvania not until a much later day.

This makes it impossible to announce, as we desired to do, on the 10th of May, that every obligation had been discharged. Aid from the States, beyond that acknowledged in the last report as given by Delaware, New Jersey and Pennsylvania, has been received during the year, in the form of subscriptions to the stock, from Connecticut and New Hampshire to the extent of ten thousand dollars each.

Although our plans were projected on a very large scale, the demands made upon us for increased accommodations have been very great. Scarcely a department is without an annex to its original building, and in that of Art one is added of more than double the capacity of the original. These have caused delay in the final completion of our bond. A still greater embarrassment is attributable to the late moment at which several of the States began the buildings for their special accommodation.

Notwithstanding these hindrances to our progress, our buildings and grounds are in an unusual state of forwardness as compared with those of other International Exhibitions at a corresponding time; nor will they prevent the punctual observance of the appointed day for opening, 10th of May.

So many agencies are in action, drawing the various parts of our preparatory work to a close, that it is impossible to speak other than approximately of the outlay. We see no reason to vary the estimate heretofore made, which was eight million five hundred thousand dollars, from the

beginning to the final winding up. It must be borne in mind that the expenditure incident to an Exhibition on so large a scale can, in advance, only be given conjecturally.

The whole outlay will be provided from the following sources:

State of Pennsylvania	\$1,000,000
City of Philadelphia	1,500,000
Concessions, gifts and interests	500,000
Stock subscriptions	2,500,000
Appropriation by the United States ..	1,500,000
Total	\$7,000,000

As this shows a deficiency of one million five hundred thousand dollars, that amount must be supplied from admission fees.

Assuming that our present assured means are equal to the payment of everything up to the opening, and that for the expenses of the Exhibition until the final winding up of its affairs there will be required one million five hundred thousand dollars from the receipts for admission fees, then whatever sum beyond that shall be realized from admissions, together with the value of the materials after its close, will be applicable to the repayment of the capital stock and the United States appropriation; the interests of the State of Pennsylvania and the city of Philadelphia being represented by their respective buildings, the Machinery, Memorial and Horticultural Halls. We shall not venture to speculate on the extent of the receipts.

The available space in all the buildings is disposed of. The representations from foreign nations will be larger, and their exhibits of greater interest and larger value than were anticipated; and those from our country, although not forming a perfect representation of it in all its parts, will be very general and of great interest. In every respect the Exhibition will far exceed the expectation of its projectors, and present a study worthy of the attention of the most cultivated minds of the age. Its educational value cannot be overestimated. Its influence as a commemoration must be most salutary.

The following is an abstract of the Treasurer's accounts from the 1st day of May, 1876, to the 1st day of April, 1876:

RECEIPTS.	
Capital stock:	
Amount paid for installments by stockholders	\$2,182,140 20
Donations:	
From various sources	58,808 60
Women's Building fund:	
Donations for the erection of the Women's Building	31,161 46
Medal account:	
For sale of medals	15,118 72
Miscellaneous receipts:	
For interest on deposits	\$27,677 78
Water rents	2,762 37
Sale of old materials, rents, transfers, etc ..	3,818 22
Concession account:	34,248 37
On account of contracts for concessions	193,250 00
State of Pennsylvania:	
Towards erection of the Permanent Building	543,343 78
City of Philadelphia:	
For the erection of Centennial Buildings	1,190,085 95
United States:	
On account of appropriation of February 16, 1876	500,000 00
Treasurer of the United States:	
Refunded for amount advanced for memorial certificates	24,500 00
Transportation department:	
On account of terminal charges	5,407 17
Temporary loans:	
Amount borrowed	380,000 00
Total	\$5,103,063 25

PAYMENTS.

Centennial buildings and grounds:	
On account of buildings and for grading, drainage, and laying out grounds, water-works, gas mains, machinery, plans, salaries of engineers and architects, clerks, printing, advertising, stationery, and all other charges incident to said buildings and grounds	\$4,178,101 44
United States Centennial Commission:	
For salaries, clerk hire, printing, advertising, plans, and other charges	246,229 01
Centennial Board of Finance:	
Salaries, clerk hire, rent, printing, advertising, stationery, commissions to agents, fire and police department, and other charges and expenses	196,596 96
Memorial medals:	
For dies, bullion, coinage, cases, etc.	22,898 55
Temporary loans:	
Paid on account of money borrowed	140,000 00
Treasurer of the United States:	
Advanced for engraving and printing memorial certificates	24,500 00
Balance on deposit in banks	294,425 76
Cash in office	311 53
Total	\$5,103,063 25

Railroad Earnings.

The earnings of the Philadelphia and Erie Railroad for the month of March, 1876, were \$247,019 04, the expenses \$170,933 87, and the net earnings \$76,085 14. In March, 1875, the earnings were \$252,285 71, the expenses \$168,143 02, and the net earnings \$84,142 69—showing a decrease in earnings of \$5,266 77, with an increase in expenses of \$2,790 85, making the decrease in net earnings \$8,057 52.

The earnings of the Ohio and Mississippi Railroad for the second week in April, 1876, were \$76,912 35, against \$72,090 08 for the second week in April, 1875, an increase of \$4,822 32.

The earnings of the Michigan Central Railroad for the second week in April, 1876, were \$133,477 72, against \$131,733 66 for the second week in April, 1875, an increase of \$1,744 06.

The earnings of the Canada Southern Railroad for the second week in April, 1876, were \$48,385 08, against \$26,080 99 for the second week in April, 1875, an increase of \$22,304 09. The total earnings from January 1, 1876, to date have been \$516,995 25.

The earnings of the Missouri, Kansas and Texas Railroad for the second week in April, 1876, were \$55,409 41, against \$45,095 25 for the second week in April, 1875, an increase of \$10,314 16.

The earnings of the Chicago, Milwaukee and St. Paul Railway for the third week in April, 1876, were \$153,000, against \$151,171 for the third week in April, 1875, an increase of \$1,829. For the first three weeks in April, 1876, the earnings were \$445,091, against \$433,852 for the first three weeks in April, 1875, an increase of \$11,239. From January 1, to date, the earnings were \$2,057,392, against \$1,725,972 for the corresponding period of the previous year, an increase of \$331,420.

The annual meetings of the Atchafalaya, Topeka and Santa Fe and the Wichita and South Western Railroad Companies will be held at Topeka, Kansas, on the 12th of May.

Railroads in Michigan.

The Northwestern Lumberman says that Mr. John Canfield, of the firm of Canfield & Wheeler, Manistee, Mich., one of the heaviest lumber operators and pine land owners in the Northwest, proposes to build a railroad from Manistee to Baldwin, on the Flint and Pere Marquette Railway. It is designed to connect at Baldwin with the Flint and Pere Marquette, the Detroit, Lansing and Lake Michigan, and the Newaygo Railroads, which latter is being pushed north from Newaygo to Baldwin. The Detroit, Lansing and Lake Michigan Railroad Company expects to extend its line from Howard City to Baldwin also. This will give citizens of Ludington and Manistee a more direct route to Chicago. Mr. Canfield says if six men will give \$25,000 each, the road will be built as soon as the details can be arranged.

Messrs. Hurd & Houghton of this city have issued the United States Official Postal Guide for April, containing nearly 400 pages of information about postal matters. It gives the usual alphabetical lists of all the post offices in the United States, lists of money order and letter carrier offices, tables of domestic and foreign postage, arrival and closing of mails in the principal cities, distances by shortest mail routes, etc.

Mr. W. P. Shearman has been appointed Assistant Receiver of the Erie Railway Company.

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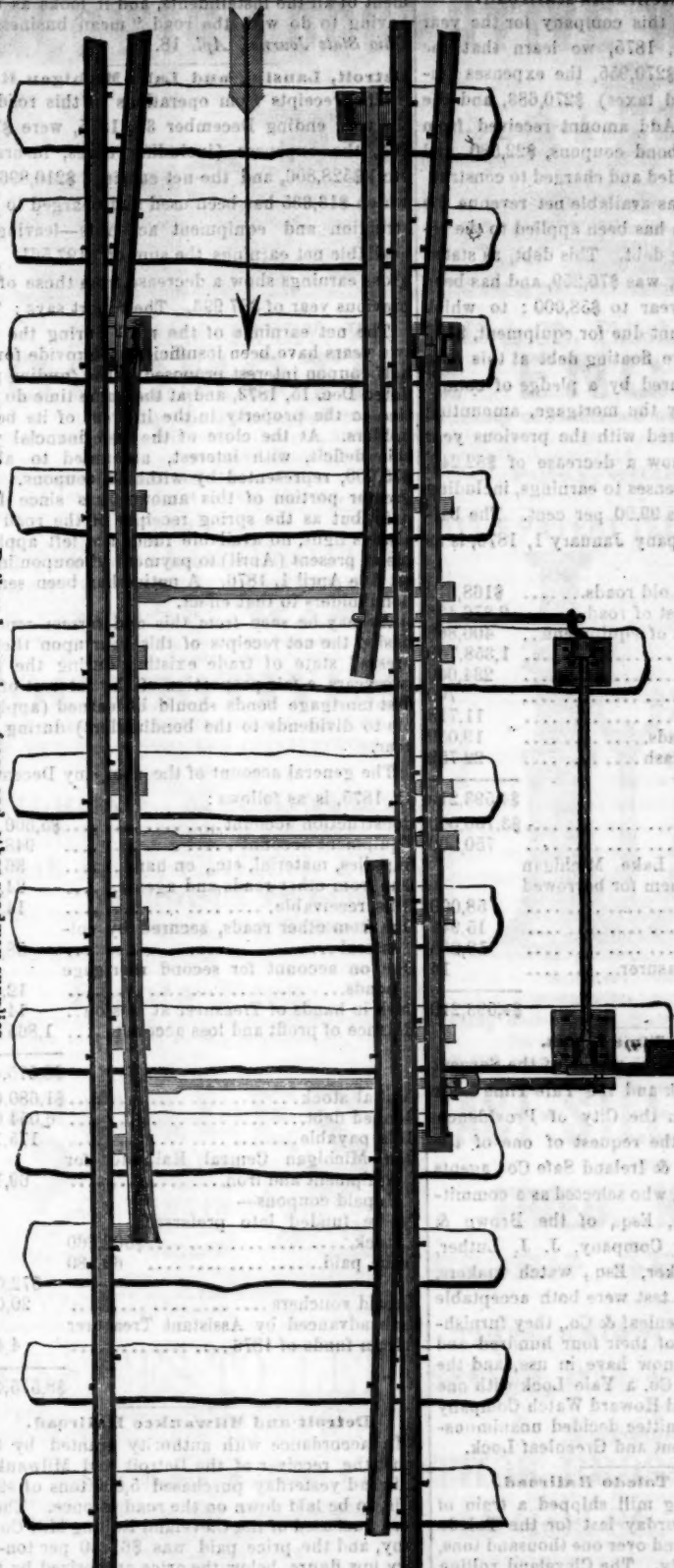
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This switch is adopted by the Pennsylvania Railroad Company, Philadelphia, Wilmington and Baltimore Railroad Company, Chesapeake and Ohio Railroad Company, Central Pacific Railroad Company, New Haven and Northampton Railroad Company, Connecticut River Railroad Company, United Companies of New Jersey, New Orleans and Great Northern Railroad Company, Wilmington and Weldon Railroad Company, Boston, Hoosac Tunnel and Western Railroad, and other leading railroads.

Full descriptions, drawings and testimonials furnished on application.

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Atchison and Nebraska Railroad.

From the report of this company for the year ending December 31, 1875, we learn that the gross earnings were \$270,955, the expenses (including insurance and taxes) \$270,683, and the net earnings \$272. Add amount received from collection of county bond coupons, \$22,580, and deduct amount expended and charged to construction, \$2,065—leaving as available net revenue the sum of \$29,787, which has been applied to the reduction of the floating debt. This debt, as stated in the previous report, was \$76,259, and has been reduced during the year to \$58,000; to which should be added amount due for equipment, \$15,940—making the entire floating debt at this date \$73,940, which is secured by a pledge of county bonds, not covered by the mortgage, amounting to \$284,000. Compared with the previous year the gross earnings show a decrease of \$82,249. The proportion of expenses to earnings, including taxes and insurance, is 99.90 per cent. The balance sheet of the company January 1, 1876, is as follows:

Total amount paid for old roads.....	\$168,912
Construction: total cost of road.....	2,376,436
Equipment: total cost of equipment....	400,868
Profit and loss.....	1,358,758
County bonds.....	234,000
Bills receivable.....	700
Supplies on hand.....	11,718
Due from other railroads.....	19,059
Assistant Treasurer's cash.....	22,759

	\$4,593,210
Bonds.....	\$3,750,000
Unpaid coupons.....	750,000
Detroit, Lansing and Lake Michigan Railroad Co.: due them for borrowed money.....	58,000
Bills payable.....	15,941
Unpaid vouchers.....	19,255
Cash advanced by Treasurer.....	14

A Test of Time Locks.

A test of the comparative merits of the Sargent & Greenleaf Time Lock and the Yale Time Lock has just been made in the City of Providence. The test was made at the request of one of the members of the Morris & Ireland Safe Co., agents of the Yale Time Lock, who selected as a committee Joseph R. Brown, Esq., of the Brown & Sharpe Manufacturing Company, J. J. Luther, Esq., and Melvin Parker, Esq., watch makers. The invitation and the test were both acceptable to Messrs. Sargent, Greenleaf & Co., they furnishing a duplicate of one of their four hundred and fifty locks which they now have in use, and the Morris & Ireland Safe Co. a Yale Lock with one of their recently applied Howard Watch Company movements. The committee decided unanimously in favor of the Sargent and Greenleaf Lock.

Columbus and Toledo Railroad.

The Columbus rolling mill shipped a train of iron northward on Saturday last for the Toledo road. They have on hand over one thousand tons, which will follow rapidly. The Cleveland rolling mill will ship ten cars of steel rails this week, and six cars a day thereafter until their contract is filled. The road will be laid with iron on the northern half and steel on the southern half, as the greatest traffic will be on this part of the road.

The iron bridge, built by the "Keystone Bridge Company," over the Olentangy, is finished, and a large force is at work on the embankments in the disputed territory—the first five miles out of our city. The work all along the line is being pushed rapidly. The directors have called for the pay-

ment of all the installments, and it looks as if all having to do with the road "mean business."—*Ohio State Journal*, Apr. 18.

Detroit, Lansing and Lake Michigan R. R.

The receipts from operations of this road for the year ending December 31, 1875, were \$739,704, the expenses (including taxes, insurance, etc.) \$528,806, and the net earnings \$210,896; of which \$13,335 has been used and charged to construction and equipment accounts—leaving as available net earnings the sum of \$197,561. The gross earnings show a decrease from those of the previous year of \$87,993. The report says:

The net earnings of the road during the past two years have been insufficient to provide for the half coupon interest proposed in the funding plan, dated Dec. 15, 1873, and at the same time do justice to the property in the interest of its bondholders. At the close of the last financial year this deficit, with interest, amounted to about \$75,000, represented by withheld coupons. The greater portion of this amount has since been paid, but as the spring receipts of the road are always light, no available funds are left applicable at present (April) to payment of coupon interest due April 1, 1876. A notice has been sent to bondholders to that effect.

As may be seen from this and former reports, basing the net receipts of this year upon the depressed state of trade existing during the past two years, a fair proportion of the interest of the first mortgage bonds should be earned (applicable to dividends to the bondholders) during the year.

The general account of the company December 31, 1875, is as follows:

Construction account.....	\$5,600,883
Equipment account.....	948,410
Supplies, material, etc., on hand.....	36,533
Due from other roads and agents.....	24,187
Bills receivable.....	14,794
Due from other roads, secured by collateral.....	58,000
Due on account for second mortgage bonds.....	12,867
Cash in hands of Treasurer at Boston..	14,994
Balance of profit and loss account.....	1,865,243

	\$8,575,411
Capital stock.....	\$1,680,600
Bonded debt.....	6,054,000
Bills payable.....	175,123
Due Michigan Central Railroad for equipment and iron.....	69,180
Unpaid coupons—	
To be funded into preferred stock.....	\$502,860
To be paid.....	69,180
Unpaid vouchers.....	20,004
Cash advanced by Assistant Treasurer from funds of 1876.....	4,464
	\$8,575,411

Detroit and Milwaukee Railroad.

In accordance with authority granted by the court the receiver of the Detroit and Milwaukee Railroad yesterday purchased 5,000 tons of steel rails, to be laid down on the road at once. These were purchased of the Cleveland Rolling Mill Company, and the price paid was \$61 50 per ton—a very low figure, below the price authorized by the court to be paid. The rails are warranted for five years. They will be put in between the Junction and Royal Oak, completing the steel track between Detroit and Fenton, and west of the latter station, laying altogether 55 miles of new steel road. It is the purpose of the receiver to spend a good portion of the earnings, which are largely increased from last year, in improving the road. The way and the rolling stock are to be brought into first class condition without delay.—*Detroit Post*.

We learn from Jefferson, Texas, that the Texas and New Orleans Railroad (closed since the war) is being relaid. Thus a link of very great importance to the future of New Orleans will be filled. It will be the Texas and Pacific Branch to New Orleans whenever that great thoroughfare is completed.

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THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh, Steel or Iron Rails, of any required weight and pattern.

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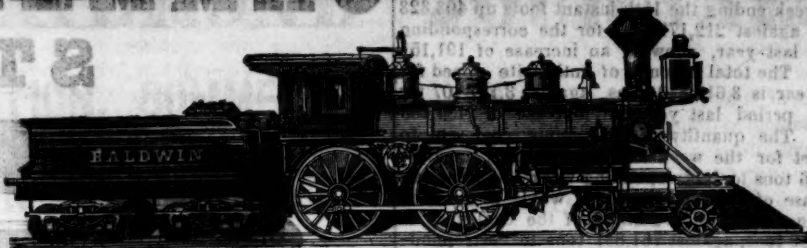
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The Pickens Manufacturing Co. of Scranton.

The Coal Trade.

The return of the trade from all the regions for the week ending the 15th instant foots up 403,323 tons, against 212,172 tons for the corresponding week last year, showing an increase of 191,151 tons. The total amount of anthracite mined for the year is 3,611,840 tons, against 3,127,407 for same period last year, an increase of 484,433 tons. The quantity of bituminous coal sent to market for the week was 77,385 tons, against 62,996 tons for corresponding week last year, an increase of 14,389 tons. The whole bituminous tonnage from the beginning of the coal year is 865,689 tons, against 761,831 tons in corresponding time last year, an increase of 103,858 tons. The total tonnage of all kinds of coal for the week is 480,708 tons, against 275,188 to corresponding date last year, an increase of 205,520 tons, and the total tonnage for the coal year is 4,477,529 tons, against 3,889,238 tons to same date last year, an increase of 588,291 tons. The quantity of coal and coke carried over the Pennsylvania Railroad the last week was 80,008 tons, of which 76,444 tons were coal and 12,564 tons coke. The total carried this year is 981,910 tons, of which 762,941 were coal and 169,469 coke. This total embraces all the coal carried over the road, east and west. At Port Richmond for the week ending on the 22d instant there were receipts of 67,000 tons of coal and shipments of 39,000 tons, leaving 152,500 tons on hand. We continue to quote freight charges to New York at 85 cents, Providence at \$1 20@81 25 and to Boston at \$1 35@81 40 per ton.—*Phila. Ledger, Apl. 22.*

The decree of the U. S. Circuit Court for the sale of of the Louisville, Paducah and Southwestern Railroad provides that the main stem and Louisville branch be first offered for sale separately, and then conjointly as one property, and that the separate bids or joint bids be accepted accordingly as the sum of the former or the latter is the largest.

The cars on the Little Rock and Fort Smith Railroad are now running to Ozark. The large force employed hitherto between Altus and Ozark has been transferred, to complete the road West of Ozark. Work is actively progressing between Van Buren and Fort Smith.

The citizens of New Bedford, Mass., have voted adversely on the proposition that the city subscribe \$150,000 to the capital stock of the New Bedford and Middleborough Railroad.

CHAS. PFELFER, Constructing Engineer. C. J. SCHULTEZ, Proprietor.

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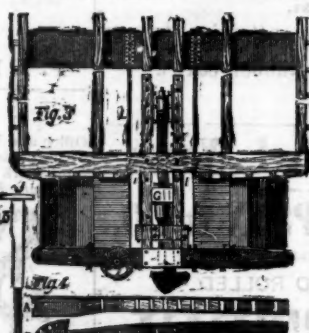
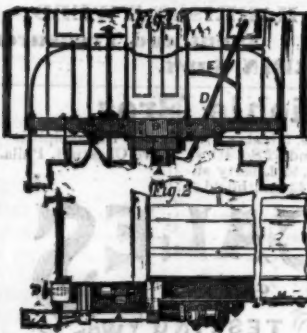
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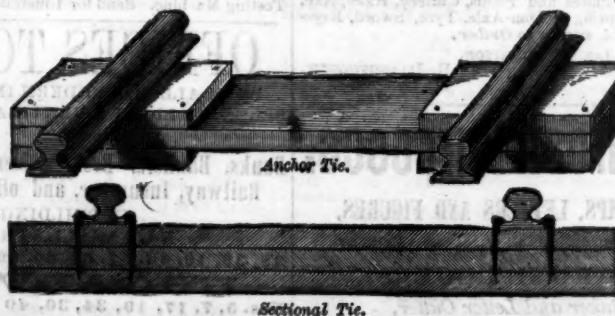
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